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-Inside-

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MOTOCROSS DADS - Racers
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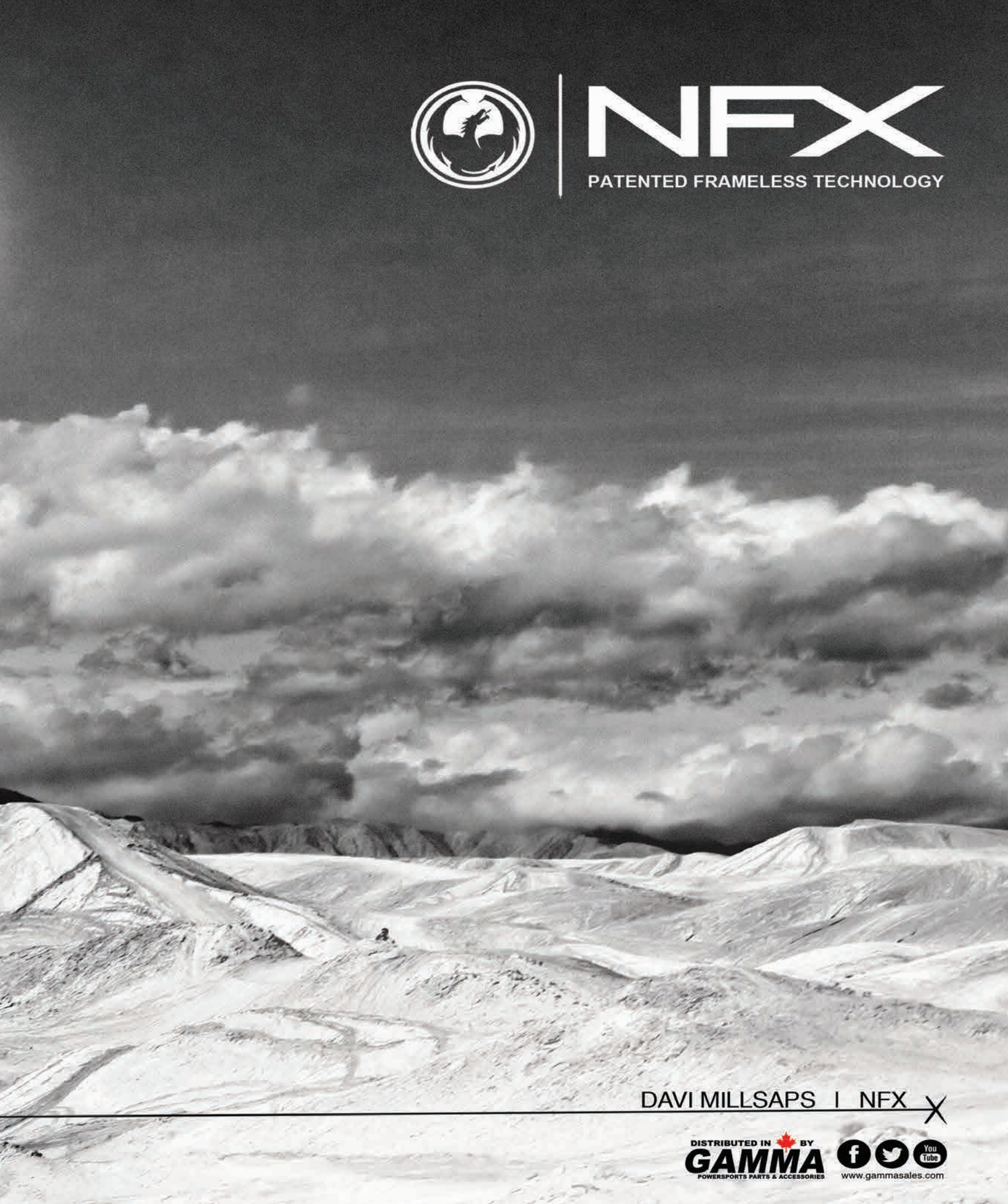
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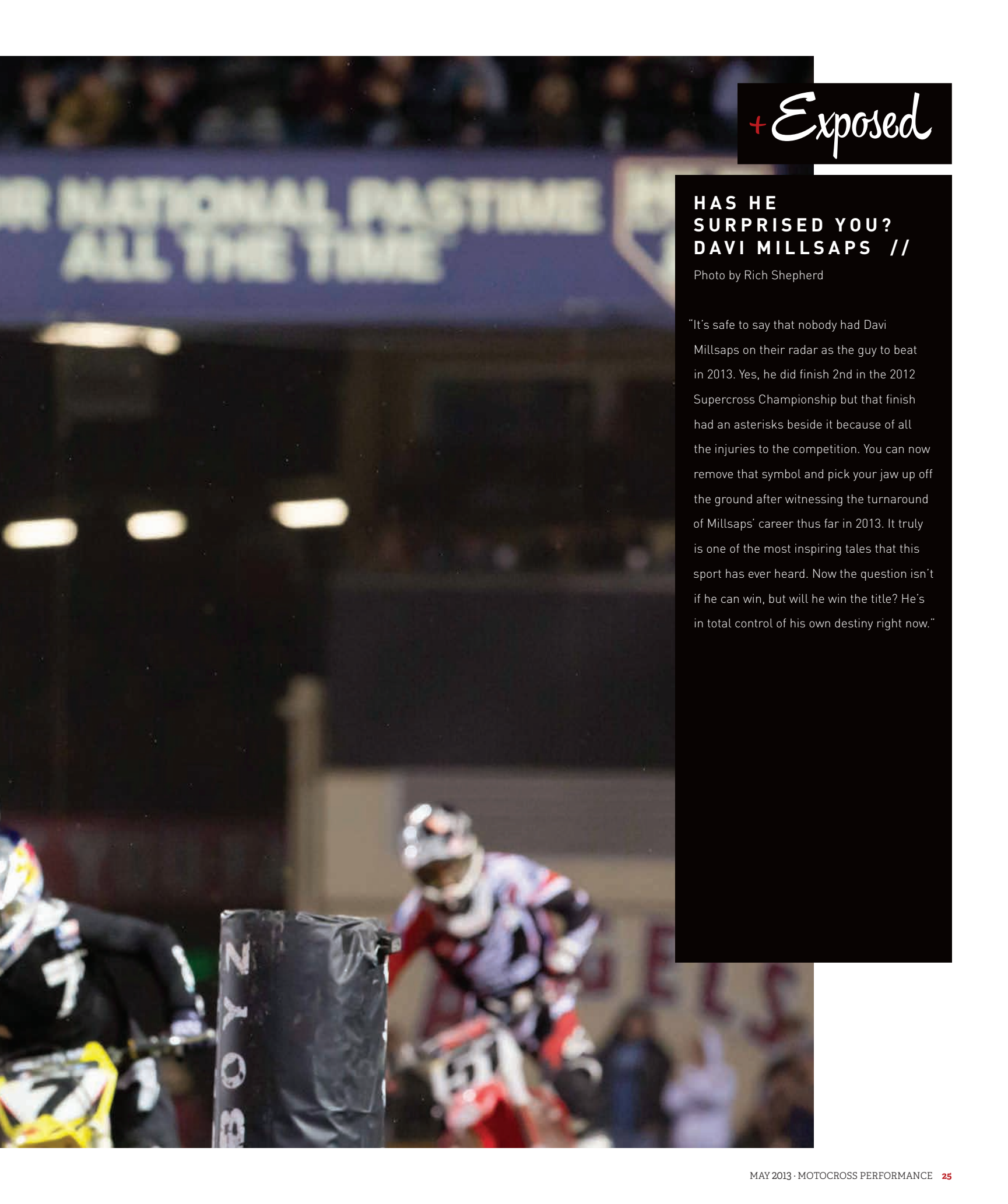


MX photos courtesy of Cameron Braaten

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+ Exposed

HAS HE SURPRISED YOU? DAVI MILLSAPS //

Photo by Rich Shepherd

"It's safe to say that nobody had Davi Millsaps on their radar as the guy to beat in 2013. Yes, he did finish 2nd in the 2012 Supercross Championship but that finish had an asterisks beside it because of all the injuries to the competition. You can now remove that symbol and pick your jaw up off the ground after witnessing the turnaround of Millsaps' career thus far in 2013. It truly is one of the most inspiring tales that this sport has ever heard. Now the question isn't if he can win, but will he win the title? He's in total control of his own destiny right now."



CHASING THE DREAM - NICKY BEATTY //

Photo by Rich Shepherd

"So many of us want to race in the US; the tracks, the money, the dream, the entire scene is just more prestigious. It has to be because the number of people involved in the sport is over ten times more than what there is in Canada. Once some of our riders turn Pro, some Canadians are afraid of taking the chance to chase their ultimate dream and race the AMA Supercross Series. Canadian Pros are just in awe of their scene. Instead, they should treat it just like another race day. Nicky Beatty is showing us that all it takes is some money, a good attitude and a willingness to ignore the nay sayers or be intimidated by the flash of SX. He is not winning by any means, in fact he won't even get a point, but he's taking the risk. For that, our nation applauds him every Saturday night when he races the East Coast SX Series, regardless of the outcome. Good on ya kid!!!"

+ Exposed

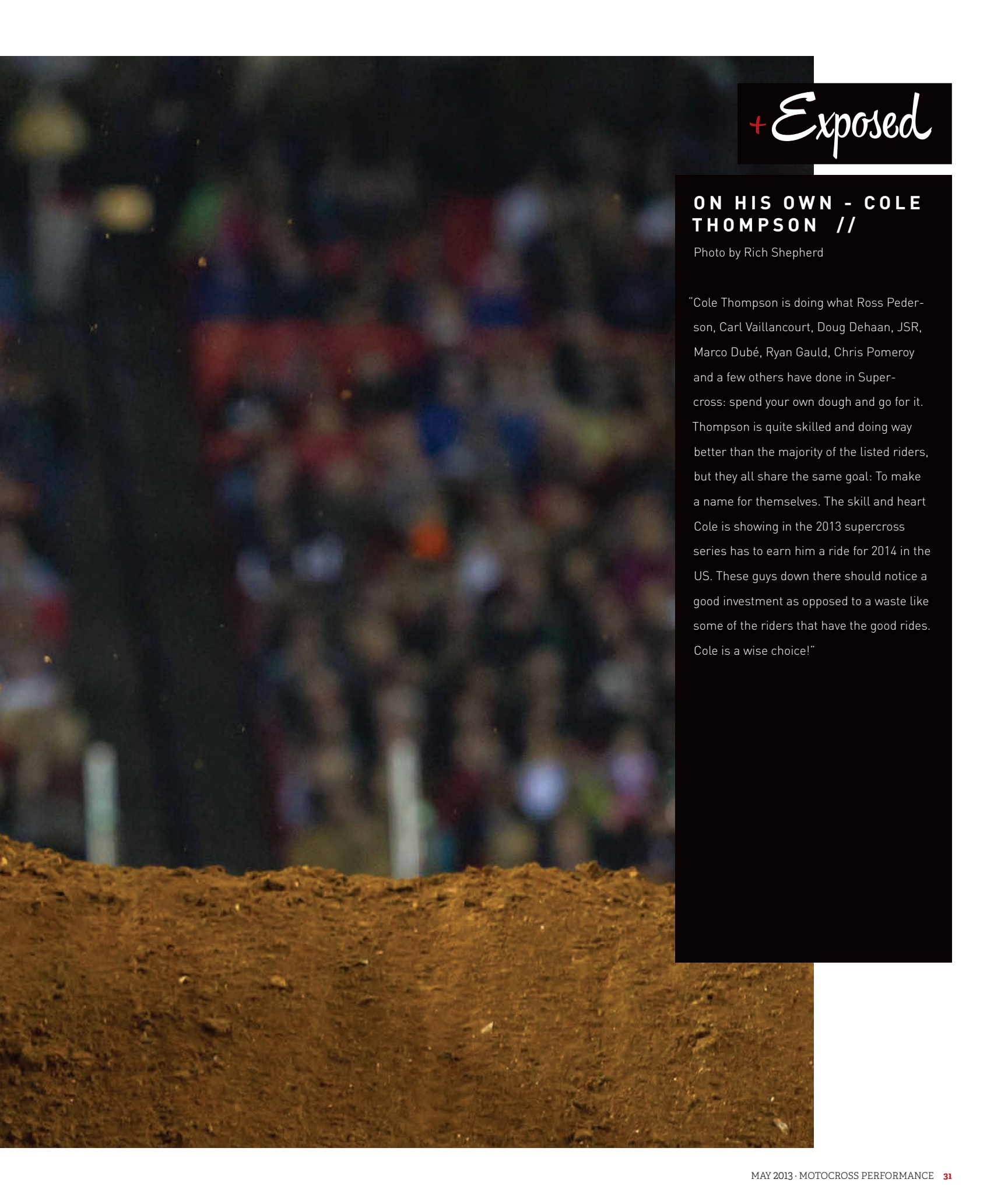
NO MATTER WHERE, NO MATTER WHEN - BOBBY KINIRY //

Photo by Rich Shepherd

"Today's racer has considerably cut down the amount of times they actually race in a year. It's almost embarrassing that some of the Canadian riders get what they do and only show up for 9 rounds of our Pro series. It's their choice and that's fine. Switch over to guys like Bobby Kiniry who treats his racing career like a regular job. There are 52 weeks in the year and Bobby races on 35-40 of them. Racing is the best way to get better, for sure. Bobby Kiniry is considered an animal because of the amount of laps he cuts on any given year. Bobby is the rider all young racers should look up to for pure passion and drive to achieve his goals."







+ Exposed

ON HIS OWN - COLE THOMPSON //

Photo by Rich Shepherd

"Cole Thompson is doing what Ross Pederson, Carl Vaillancourt, Doug Dehaan, JSR, Marco Dubé, Ryan Gauld, Chris Pomeroy and a few others have done in Supercross: spend your own dough and go for it. Thompson is quite skilled and doing way better than the majority of the listed riders, but they all share the same goal: To make a name for themselves. The skill and heart Cole is showing in the 2013 supercross series has to earn him a ride for 2014 in the US. These guys down there should notice a good investment as opposed to a waste like some of the riders that have the good rides. Cole is a wise choice!"

+ Exposed

WHO IS THIS KID? - JON JON PAUK //

Photo by Rich Shepherd

"Jon Jon Pauk is a young rider from Alberta that has raced some Supercross races a few times over the past few years. He qualifies for night shows on a regular basis and seems to have the skill to remain on the track with some of the best in the world. Pauk is one of the fortunate ones to be able to chase his dream in the US. I wonder if he will ever race in his home country?"



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A full-page background image featuring a snowmobile rider in mid-air, performing a stunt. The rider is wearing a black jacket, white pants, and a white helmet with a colorful visor. The snowmobile is green and black. A large plume of white snow is being kicked up from the ground, creating a dramatic effect. On the right side, a tall, snow-covered evergreen tree stands against the blue sky. The overall scene is set in a snowy, mountainous environment.

+Exposed

WINTER WONDERLAND - REAGAN SEIG //

Photo by Steve Dutcheshen

"We all know how tough it is to find fun in Canada during the winter. The majority play hockey, but us racers that aren't about team sports always manage to find a way to ride our bikes. Canadian Freestyle icon, Reagan Seig, along with famed photographer, Steve Dutcheshen, find magical ways to spend their time. This looks more like a fantasy than reality. The snow can't stop any determined moto head. If you want to get your hands on a Timbersled dealer for the Okanagan area, visit www.OKANAGANSNOWBIKES.COM."



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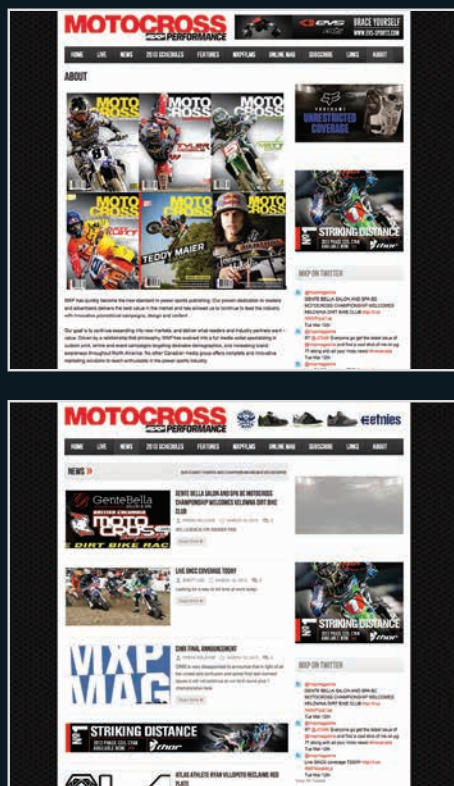
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Kyle "The Dozer" Keast #4 MX1 Pro - Millbrook, Ontario

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YZ125



2013
YZ250



2013
YZ250F



2013
YZ450F





1. Trey Canard doing his best Vanilla Ice look-alike. Wonder if he can wrap because Vanilla can moto?

2. The Oompa Loompa of the photography world, Randy Wiebe, takes a break from taking sick pics to scarf down some track burgers.

3. This guy is missed every time the gate drops in 2013. Happy retirement KDub!!

4. What you looking at Willis?

5. Likely going to be one of the most famous kids in Motocross - Tate Reed

6. Lots of happy fans throughout the summer at the MXP tent. Here's hoping 2013 is even bigger and better.



CAUGHT ON CAMERA

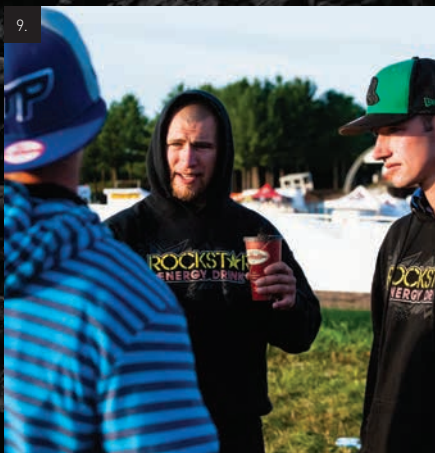
PHOTOS BY RICH SHEPHERD, DAN THORNTON AND MXP STAFF



7. I think the shot a second later, when he shoves down that stack of deep fried delicacy, would have looked funny.

8. Not too long from now these will be the sights at the 2013 Monster Energy Motocross Nationals.





9. Dude, this is the best coffee in the world. "It's like meth for Canadians and now some Americans", says Bobby Kinyr about drinking his Tim Horton's before each Canadian National.

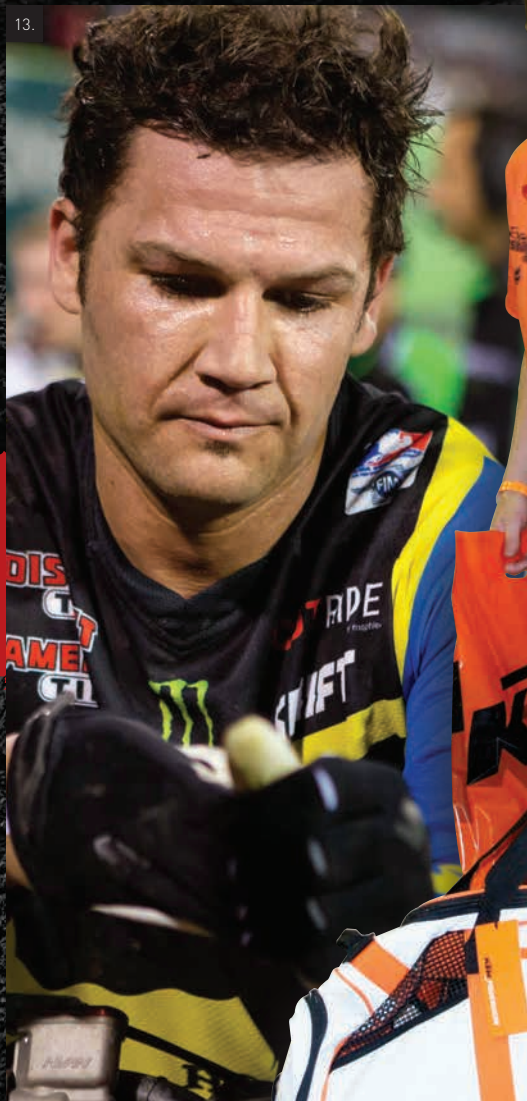
10. Rich Shepherd makes all kinds of friends at Supercross.



11. Malcolm Stewart's fan base is growing fast. Haha

12. The ever yummy Miss Theresa Longo. She always puts a smile on your face.

13. This face sums up Chad Reed's 2013 season thus far: Frustration for sure.



Hey, it's Danny Brault of KTM Canada. All smiles for this friendly tad.



12.





1. Dana (left) and Alyshia are making this kid very happy.



2. Tyler Villopoto will be back again this summer. Stoked for that cause this kid is hilarious. He has some skill on a bike too.



3. The Oakley Museum; some amazing history within this company.



4. Kaven Benoit's mechanic Jerome looks to be in deep thought. Never seen him so serious.



5. We sure have some crazy fans of MXP.



6. I think Santa got his wish this Christmas.

CAUGHT ON CAMERA

PHOTOS BY RICH SHEPHERD, DAN THORNTON AND MXP STAFF



7. Lots of hardware that so many racers want to get their hands on, but only the best of the best get this stuff.

8. RC is now doing Trials riding for training. Hahaha



8.



9. The Outlaw boys, Mike and Kyle, along with Walton/MXP's Brett Lee have one of their dreams come true after meeting Jeremy "Showtime" McGrath. Brett had to change his undies after this.

10. Tyler Medaglia sure is a talented mofo on two wheels. Dragging the fender!!

11. Full blown factory. The dream!!



Eli Tomac sharing his thoughts on his favourite Canadian magazine and website.



> WHEN IS ENOUGH, ENOUGH?

BY RYAN GAULD, PHOTO BY PAYTEN JACKSON



You may see the title of this column and think I'm going to rant on something here. Actually, I questioned that because of the many trips and amazing times I have had this winter with so many people in this industry. There have been some down times as well but I'm not going to waste my good vibes with the uselessness of people that just can't see the light and realize their dream is dead and it's time to grow up. I always find it funny when I say grow up. For so many years my folks figured I would never do it, but I have and I love every minute of it.

Sorry, got a little off topic there. This winter was full of some serious good times and laughs, which is always needed in Ontario because the winter sucks the fun or life out of anything. Unless you have a sled and enjoy ice fishing, then I know you're a few cookies short of a full jar. That is the most lame and boring activity in the world. For my buddies that do it, and a lot do, they call it a sport because of the high heart rate and sweat they produce when they take copious amounts of beer out on the ice and consider it hard work. Regardless, if you like it then all the power to ya. Just don't call it a sport.

I travelled the most I ever have since getting this job with MXP five years ago. So far this year, I went to California twice and Jamaica for a vacation. In between all that I played tons of hockey, watched every Supercross race, and had nights of cocktails and dreams with good friends. This leads me back to the title of my column, "When is enough, enough?" Can you have too much fun? Can you travel too much? Can you spend too much money? Well, if you answered yes to all of those questions, then you're right. But if you're enjoying your life, who's to say when it's enough? I love getting out and ripping off a night of debauchery with my buddies, meeting chicks and laughing till my abs hurt. I wish everyday was like that. In reality it can't be that way, it's just the way it is. Most of the time if you know somebody like that who spends all the time at bars, they are very lonely and can never seem to keep a job or get their life in order. But who are we to judge when they are enjoying each and every minute of their life? It's like the ongoing problem in motocross, especially in Canada, where people just spend and spend to go racing. On the outside, most people love to talk behind the back of those people. "How can they spend that money?", or "Can you believe what that cost?" Again, if it's their life, their money and that's the way they like to have fun, who are we to place judgment? I'm guilty of this just as much as the next guy.

When is enough, enough?" Can you have too much fun? Can you travel too much? Can you spend too much money? Well, if you answered yes to all of those questions, then you're right.



It's today's world, for sure, because we are always wrapped up or worried about what others do instead of focusing on what we do. A good example of this is Ami Houde. She people may hate some of the things she does. I have even received flack from people in the industry as to why we would do MXP Films with the #AmiandJamieMotoAdventures. I say to them, "Why, do you hate them? These chicks are living the dream on their own dime and doing what they want in life. It's a shame that we judge people the way we do, but again, that's life. There is no such thing as enough for Ami Houde. She is marketing herself really well, she's a good looking girl, and she flaunts her body because she's not shy or ashamed. She's confident. Some people make judgement just because someone is confident. Confidence should not be a negative. Cocky is a negative but confidence in what you want or what you want to do with your life should be respected. We're all guilty of it in our own way. When we get judged, we don't like it, but then again, we don't care because we are confident in our decisions. At least I feel I'm one of those people. I want to end this by saying there is never enough. You can always do more no matter if it's having fun, spending money, bar hopping, working hard, racing, whatever it is, you can always do more to make yourself feel better. Do what's right for you. The only people that can help or maybe disagree with your decisions are family. Those are called interventions...ha! If you're paying the bills, do what makes you happy. If your folks are paying the bills, discuss things with them so it works for you. Don't hide. Attack it all head on and make the right move for your future. 



> THE NICK AND STEVE SHOW

WITH TYLER MEDAGLIA, PHOTO BY MARC LANDRY



Like most people, my biggest pet peeve is bad drivers. Nothing gets me more frustrated. As I prepare for the 2013 season here in Gainesville, Florida, I had a bad driver episode today.

Being that there are mostly sand tracks in Florida, I had to do a top end change fairly early [after 30 hours] as a preventative measure due to the work the machine has to endure on a day to day basis. Two-stroke top end changes are fairly straight forward but four-strokes are a bit more complex, so I had my Dad on FaceTime right beside me giving me the play by play. I was getting frustrated with him as he has the attention span of a Cocker Spaniel. "Hang on a sec" he says. Naturally that takes two hours during the crucial part [cam chain adjustment]. He needed to "go out back and use the chainsaw".

Once he finally returned, he told me I had to check the valve clearances. I did not have feeler gauges, so I had to run to town to grab a set from Autozone. On the way home I was at a stop light and decided to open the package. While checking for the right size, something

caught my attention to my left, and it wasn't the gold Cavalier with 30" rims. It was the middle aged black man driving it, apparently screaming at me. I obviously couldn't hear him with the window up so I lowered it, looked over and assertively said "What!?" He then replied "Don't you know that it's dangerous and illegal to text and drive?" I held up the gauges. "Feeler gauges bro, mind your own business," then rattled them like an old bell and went on to finish the job. I'm not too sure if it's my energy or impatience while I drive, but I seem to have encounters like this frequently.

Another episode was when I was driving down to Georgia in '08 in the OTSFF minivan with Steve Simms. I was driving through one of the cities when the sun was starting to rise, giving birth to the day's stream of traffic. I had let a vehicle "in" and the vehicle behind it thought it was Christmas or something, so I shut the door, thinking to myself "No, you selfish American, one at a time". Clearly they were not happy with my decision as they flipped me "the bird" and put their high beams on inches from my bumper. In this type of situation, here is what you do: it's called "the rock shampoo". You keep your speed up and drop your two wheels on to the shoulder of the road, launching gravel at their car. I will add that it doesn't really help the situation but it feels great. The person was not pleased with how I was reacting to their bad driving so they called the OTSFF phone number on the back of the van. Nick Dicristofaro was at the shop working on his race bike when the phone rang. "Yeah... you have a driver, driving like a so and so, blah blah blah." He replied, "Yes, I have had problems with this individual before; that is the last straw, he will be let go upon his return!" So Nick then calls me "Hey are you driving like an asshole??" "Are you serious, they actually called the shop?" I said. "Yeah, you're lucky Andre didn't answer!!"

I miss those guys, Nick and Steve. They used to have the most epic arguments and fights. Nick is here with us now training for cycling [he has turned pro and is going to training camp in Spain next week]. We have been going over some of the funny stories. One time they started fighting and ended up falling down a flight of stairs. Another time when we were at the west Edmonton Mall, Nick thought that Steve did not clean the camper properly and started whipping pots and pans out the door into a busy parking lot as hard as he possibly could. It was an epic year. I'm sure Andre doesn't miss the headaches, but we had a blast.

I thought I had told all the best stories already in the past two years but after brainstorming for the past couple hours I think we will have some doozies for season 3 of TOWTD. Until next time... **WAG**

I'm not too sure if it's my energy or impatience while I drive, but I seem to have encounters like this frequently."





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> WINTER IS FULL

BY BRIAN KOSTER, PHOTO BY RICH SHEPHERD



"So long winter, hello spring time" is a quote I love to hear around this time of year. On Groundhog Day this past February 2nd the little fur ball predicted an early spring is in store for us, which I can't wait for. Sure winter can be nice and all, but by now I'm over it and long for the warm sunshine and the smell of race fuel. I know a lot of young racers that have been training hard all winter, and it's the time of year when many Canadians flock south to the plethora of riding facilities in the good ol' US of A. It's amazing how many great tracks and state run Off Highway Vehicle parks there are in the States. It seems local governments down there support the value of us as consumers. They tend to understand the amount of money we spend to pursue our passion and how we as a community stimulate the economy. Too bad the wing nuts in power here in Canada are still in the dark ages when it comes to supporting off-road motorcycling. It gets so bad here that I know people that can't even ride on their own property due to some lame ass neighbour's noise complaints. They have to spend tens of thousands of dollars in court just to ride on certain days during certain hours with a limited number of riders...and they call that freedom? I guess the only way to sum it up in this country is "minority rules" but I digress.

How about that Monster Energy Supercross series this year? About all I can say is Wow! What an awesome series it has been and what a great way to ease and sooth those winter Blahs. The tension and excitement leading up to Anaheim 1 was at an all time high with so many healthy participants, especially after all the injuries that plagued the 450 series last year. At this point in the series things are still very exciting, and it's cool to see how many different riders and different brands have scored victories. This sport has such a rich history of epic seasons and epic rivalries that it's close to impossible to compare, but this year's racing ranks right up there as far as excitement goes. It certainly doesn't hurt that most of the races are broadcast live and it offers a great opportunity to get together with like minded friends and have a SX party. It's like multiple Superbowls, only better!

I don't think I know any fans that are not stoked for Davi Millsaps. The likeable Millsaps has surprised a lot of people but for many he has just lived up to his potential. He entered the season looking the leanest and fittest I have ever seen him, which equates to confidence. He has Ezra Lusk in his corner training and motivating him, and he seems to fit the ergos of the Suzook to a 'T'. Another nice touch of Davi's success is his team manager being Canadian motocross icon Dave Gowland. Remember Ross Pederson? Well, Dave was a racer first, but like many, morphed into wrenching and spun them for many of Ross' championship years. Dave brought Doug Dubach up to Canada in 2000 to race a four-stroke and won the MX 1 title for team sponsors Yamaha and Fed Ex. He later managed the Richmond Kawasaki team, working closely with the likes of Darcy Lange before heading south to head up Teams Green's amateur program in the US. From there Mr. Gowland landed a dream job as a top executive with THOR, based in Southern California, and was

seemingly fully set up with a position to take him into a nice retirement. But Dave is a man to follow his heart and his dreams, and when the opportunity came for him to take on the role of Team Manager of the Rockstar Suzuki team he wrote his resignation letter to THOR and donned the yellow jersey. Dave wanted to be back in the thick of the action and gave up his cushy desk job in favour of crowded airports, crappy airplane food and musky hotel rooms to be a part of something bigger. And big it has become for Dave and his Suzuki team this season with not only winning A1 with Davi on the 450 but with multiple podiums in the 250 class with Jason Anderson and Blake Wharton. It's rare these days that a team fields both 450s and 250s but that is exactly what Dave's Rockstar Suzuki team does. Last year Anderson won me over as a fan with his sheer speed, style and determination, and Wharton has been one of my favs for many years with his uncanny ability to make seemingly impossible passes possible and his desire to win. I can only imagine how proud Dave is of his team and his riders, and I hope he takes the time to sit back and feel the pride in himself. It has been awesome to see what he has built in such a short time, and at this point in the Championship things are looking real good for the likeable Canadian and his band of warriors. One can only imagine the amount of time and hard work they have put in together to get to where they are. I for one am totally stoked for the entire team so well done guys!

I suppose I can't leave without mentioning Canadians Dean Wilson [he does still have a Canadian passport from what I understand] and the dynamic Cole Thompson. I don't really care that Dean is representing Scotland anymore because to me he is still Canadian. He did most of his formative years riding as a young boy in Calgary, and developed his skills and his love of motocross in Canada so that is what I'm clinging too. Dean and his family are such good people that I can't hold a grudge that he hasn't represented Canada at the Des Nations for a couple of seasons. I will remain hopeful that maybe one day he will again. Either way, Dean makes me proud every time I see how fast and smooth he rides, and what a naturally gifted rider he is. I like probably every other Canadian MX fan out there, am on the edge of my seat every time young Cole Thompson lines up at the gate. Cole has showed us his capabilities. When he crashed while sitting comfortably in 3rd at the halfway point in Texas, my heart sank. He had a nice gap to 4th and looked poised to podium. The section where he crashed, in his defence, was very technical. Many of the top guys had their issues in that very same section during the day so I was just glad to hear his injuries were minor. I know Cole will build on his results and gain speed and confidence as his finishes improve. He, like Wilson, is incredibly smooth and looks the part of a top guy in the highly competitive 250 class so let's hope he can nail down a podium before the East coast comes to a close.

I know all of you reading this are as excited as I am about the Supercross series so enjoy the ride, keep watching and we will see you in Toronto! 

How about that Monster Energy Supercross series this year? About all I can say is Wow!"





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MAFFENBEIER SIGNS WITH OTSFF

OTSFF Sports Marketing Group's Andre Laurin is pleased to announce the signing of Shawn Maffenbeier to Team Rockstar Energy/Yamaha/OTSFF for the 2013 CMRC Canadian Motocross Nationals.

The Swift Current, SK native will campaign the MX2 National Championship for the factory team aboard the new YZ250 2-stroke.

"We believe in Shawn's potential to make a dent in the MX2 title hunt and we're glad to have him aboard for the season," said Laurin. "Shawn has a long history riding Yamaha product, which should make the transition to our team a smooth one for him."

Maffenbeier, who won pretty well every amateur motocross championship in his home province of Saskatchewan at one time or another, made his breakthrough on the CMRC Nationals scene during the 2011 motocross season, when he traded his No. 23 plate for a noteworthy No. 6 in the MX1 class.

The highly anticipated 2012 season proved to be filled with highs and lows for Maffenbeier, which saw him finish the MX1 points chase aboard a Yamalube Shrader's Yamaha with a No. 10 ranking. Maffenbeier experienced consistency issues and finding the right focus, something he hopes to put behind him this year.

"I'm quite excited to have been presented with the opportunity to sign with Rockstar Energy/Yamaha/OTSFF as this will be my first full-fledged nationals ride. I'm looking forward to the challenge of contesting the MX2 class, and I'm definitely aiming for the No.1 plate," Maffenbeier said.



BRAD NAUDITT TO CYCLE NORTH FOR 2013

Cycle North Powersports in Prince George, BC are happy to announce that we have signed Brad Nauditt from Spokane, Washington for the 2013 CMRC Monster Energy Pro National Series. Brad will be competing in the MX2 Class on a Cycle North Honda CRF250. We have put together a really strong program for this racing season and we are excited to be working with former Canadian Champion Sean Hamblin to reach our goal of a championship.

"I am so excited to join the Cycle North crew for the 2013 season. The program they are bringing to the table is going to be outstanding, and the people behind the team are even more phenomenal!!"

DYLAN KAEIN MOVES TO ORANGE



Apex Cycle and KTM Canada to support young racer in 2013.

KTM Canada announced that Dylan Kaelin has joined their growing Canadian motocross program. The young racer from Sarnia, Ontario is a regular frontrunner in Ontario amateur and pro events, and after displaying good speed and results in last year's MX2 Pro Nationals, KTM and Apex Cycle have stepped up to give Kaelin the resources needed to become a podium contender.

"Dylan caught our eye last summer, showing top 5 speed at the nationals, finishing a respectable 10th overall in his first full national season and ending the year with a 4th place in the MX2 final at the Montreal Supercross," says KTM Canada's Racing Manager, Andy White. "He's a fast, young and likable Canadian kid and we hope to develop Dylan into a top national and regional prospect over the next few years."

For Kaelin, the best part of his deal is being linked to a committed dealer like Apex Cycle, and enjoying a direction connection to KTM's factory race team.

"The most important thing for me, when deciding to switch to KTM, is that they have the only in-house racing program in Canada," explains Kaelin. "I personally can't wait to get onto my new 250 SX-F, hit the electric start button and start burning some laps!"

Keep an eye on the #21 KTM rider as Kaelin races an Apex Cycle KTM 250 SX-F during this year's CMRC Motocross Nationals and select Ontario and BC Regional events.



ACTIONETIX IS HEADING DOWN UNDER

Action Brands Inc., the company behind the fastest-growing sports performance brand for action athletes, ACTIONETIX™, announced they've recently expanded distribution to Australia and New Zealand. This is seen as a critical growth step for the emerging company, which has experienced unprecedented growth since launching in 2010.

"Australian and New Zealand based riders have been a large part of our business, however we were shipping them HemoFlo from our North American based warehouses. Due to the large volume of orders, we set out to find a partner in this part of the world that not only could help service our customers, but clearly understood the sport and physical demands of Motocross," comments Craig Stevenson, Founder and CEO of Action Brands Inc.

HemoFlo is touted worldwide as the leading sport supplement innovation exclusively designed to help Action Sports athletes who depend on their grip for success by overcoming a performance-robbing condition known as arm pump. The core, patent protected ingredient in HemoFlo has been subject to significant human clinical trials confirming its efficacy and safety. Not only does HemoFlo increase the performance of these athletes, but it also allows them to compete with more enjoyment and safety.

"It was fantastic when we heard that we had an approved deal with the company to distribute HemoFlo in New Zealand and Australia. It's important that athletes in New Zealand and Australia have fast, convenient access to such a performance breakthrough. Arm Pump is a big issue, and when you can get rid of it, you can really take your riding to the next level," explains Ryan Durr who is leading the expansion. "We've received stock and are ready to ship."

"We're proud of our breakthrough product HemoFlo and how it has helped so many athletes," adds Stevenson. "We strive to help Action Sports athletes reach their performance potential on the track, snow and all terrains with products that cater to their every skill and need. Our partnership with Ryan and his network of contacts is key to satisfying the growing need for HemoFlo by Action Sports Athletes in Australia and New Zealand"

For information or to purchase HemoFlo in Australia and New Zealand, contact Ryan Durr at athemoflonz@gmail.com

FXR LOOKS SET TO GROWN INTO THE LARGEST MANUFACTURE OF SNOWMOBILE APPAREL

FXR Racing is not as well-known as other Manitoba brands such as Great-West Life, New Flyer or Richardson Pioneer, but it also makes world-class products.

And while it's not a billion-dollar-a-year company -- more like \$20 million -- its owner and founder, Milt Reimer, figures it will double its sales in the next two or three years. FXR is the largest manufacturer of snowmobile jackets and pants in the world.

Snowmobile enthusiasts already know the name and the brand is moving into snowboarding and other extreme sports. And taking the lead of another famous Canadian outerwear manufacturer, Canada Goose, it's also broadening its offerings into the fashion side.

This week, the company that started in the basement of Reimer's parents' house near Morris in 1994, held its first dealers conference.

Some of FXR's 250 dealers are in Winnipeg from as far away as Russia, Lithuania and Sweden.

In addition to its own growing product line -- some on display in FXR's own flagship stores in the St. Vital Centre and the West Edmonton Mall, and the entirety jam-packed into a 212-page catalogue -- the company has co-branding agreements to make outerwear with Yamaha and Polaris.

TYLER DUFFY AND MX101 / YAMAHA CANADA TALENT FACTORY FOR 2013

MX101 and Yamaha Canada are pleased to announce that Tyler Duffy will be part of the 2013 MX101 Talent Factory Race Team and Education Program. Tyler will compete in the MX2 class in 2013 and will ride the Yamaha YZ250F

Tyler Duffy has been with the MX101 Education and Racing Programs since he was on 60s. Tyler has worked his way up to become one of MX101's Senior Instructors and will be racing with the MX101 / Yamaha Canada Talent Factory Program. Tyler will ride the ANQs then set his sights on the Eastern rounds of the Monster Energy CMRC nationals and the Trans Can Grand National Championships held at Walton raceway.

"This year I have a new focus and a new mentality. I have never been more physically or mentally ready. I would not have been able to get here without my awesome Family, MX101, Yamaha Canada, Eks Brand goggles, Northern X distribution, SSS suspension, Works connection, Arnprior Sportland and GYTR/Yamalube." said Tyler.

"The Duffy's have been very involved with the MX101 team over the years and are an example

of the strong family and community focus that exists at Sand Del Lee and MX101. Families like the Duffy's are why SDL riders are having so much success in the past few years with racing in Canada! We are looking for a real break out year for Tyler D in 2013." said Kevin Tyler, Co-owner of MX101.

MX101 prides itself on introducing youth and families to the sport of motocross through its motocross schools and camps as well as providing local riders with a motocross facility where they can have fun and compete. MX101 is proud to support Tyler Duffy, and along with Dylan Wright, they will be the senior racers on the MX101 Talent Factory Team.

Johnny Grant noted, "It is a great to see Tyler and Dylan grow through the MX101 education programs. It is rewarding for all of us at MX101 to help these kids develop into young men who we are very proud to work with. Tyler and Dylan have become leaders and role models at our education programs, and we are excited about the future for these guys."



Behind
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MXM NATION TO PREMIERE ITS SOCIAL COMMERCE PLATFORM FOR EXTREME SPORTS ATHLETES

"5 million extreme sports athletes and no support – Until Now!"

Toronto, Canada – March 18, 2013 – Just in time for Monster Energy Toronto Supercross 2013, technology start-up MXM Nation will launch its new online social commerce community aimed at helping extreme sports athletes reduce their costs, increase their visibility and become a top contender in their sport. MXM Nation's social commerce platform assists athletes, dealers and service providers to connect and transact business with each other, with a focus on new and used parts, products and services.

"MXM Nation is built by extreme sport athletes who understand this world like the back of their hand, and speaks directly to athletes and their sponsors. This new social commerce community now allows key players in this space to transact not only in a price efficient way but in a social way", says Myles Bartholomew, CEO of MXM Nation. "The site's xPoints engine then rewards participants within the network – the more xPoints collected, the better the deals, the greater the access, and the greater the promotion."

This premiere release of the MXM Nation platform allows anyone in the extreme sports industry to place products and services for sales, trade and barter. The more product and services a user places for sale, the more xPoints received. The MXM Nation platform also acts as a media portal, consolidating valuable information on a variety of extreme sports from trusted sources across the internet., making it the "go-to place online" for extreme sports-related news, events, products and services.

Members new to the community can register at www.mxmnation.com to "Join the Nation". MXM Nation team will also be co-hosting a Toronto Supercross party Friday and Saturday night at Houston's Bar and Grill.



Canadian Motosport Racing Corporation (CMRC) is pleased to announce the schedule for the 21st Annual Monster Energy Motocross Nationals. The series will consist of the traditional nine rounds that will incorporate one venue change and a revised order of eastern rounds.

The first four rounds of the series will run in the identical order as in '12 with the opening round of the series at The Wastelands in Nanaimo, BC followed by Whispering Pines Raceway in Kamloops, BC, Wild Rose MX Park in Calgary, AB then Castrol Raceway in Edmonton, AB. All western venues will host amateur series races on the Saturday of each national round.

Sand Del Lee's date will follow "The toughest track in the country", Gopher Dunes in Courtland, Ontario, to allow for a fluid travel schedule for the Pros and a more convenient date for amateurs to participate in the final round of the Ontario Provincial Championships on the Saturday.

Returning to the national series is Motocross Deschambault in Deschambault, Quebec. The last time the national series visited Deschambault was in 2004 when Donnie McGourty scored the overall win in the MX2 class and Jean Sebastien Roy clinched the MX1 title with a class win. On the Friday and Saturday prior to the Pro National, Deschambault will also host the Eastern Canadian Amateur National, which will make this an event not to be missed.

Following Round 8 at Riverglade MX Park in Moncton, New Brunswick will be a week break before the final round at The Trans Can at Walton Raceway in Walton, Ontario.

The 2013 CMRC Women's Nationals will be the highlight of each respective Saturday where Canada's top ladies will race bar to bar for their national title. This series took a huge step forward last year with record attendance numbers, and it is expected the numbers will continue to grow and the racing will be even more intense.

CMRC and all of their national sponsors look forward to another exciting year full of the best motocross racing to be found in the country at the Monster Energy Motocross Nationals, and wish all participants and teams success in 2013.

EVENT SCHEDULES

2013 MONSTER ENERGY MOTOCROSS NATIONALS – SERIES SCHEDULE

Sunday, June 2	The Wasteland, Nanaimo, BC
Sunday, June 9	Whispering Pines Raceway, Kamloops, BC
Sunday, June 16	Wild Rose MX Park, Calgary, AB
Sunday, June 23	Castrol Raceway, Edmonton, AB
Sunday, July 14	Gopher Dunes, Courtland, ON
Sunday, July 21	Sand Del Lee, Richmond, ON
Sunday, July 28	Motocross Deschambault, Deschambault, QC
Sunday, August 4	Riverglade MX Park, Moncton, NB
Sunday, August 18	Walton Raceway, Walton, ON

2013 CMRC WESTERN CANADIAN WOMEN'S NATIONALS

Saturday, June 8	Whispering Pines Raceway, Kamloops, BC
Saturday, June 15	Wild Rose MX Park, Calgary, AB
Saturday, June 22	Castrol Raceway, Edmonton, AB

2013 CMRC EASTERN CANADIAN WOMEN'S NATIONALS

Saturday, July 13	Gopher Dunes, Courtland, ON
Saturday, July 20	Motocross Deschambault, Deschambault, QC
Saturday, July 27	Sand Del Lee, Richmond, ON

For more information, contact CMRC at info@cmrcracing.com or call (905) 642-5607.

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WROZYNA SIGNS WITH WMXTREME PRO SERVICE/ MPH HONDA

The WMXTREME Pro Service/MPH Honda team is pleased to announce the official signing of New-tonville, Ontario rider Weston Wrozyna. Young 15 year old Wrozyna will pilot the WMXtreme/MPH national Honda CRF250R for a shot at a Loretta Lynn National Championship title in the Schoolboy/Amateur classes. He will also defend his title at the Parts Canada Walton TransCan Canadian Amateur National Championship.

Team owner, John Wernsdorfer is excited to have "The next big rider to come out of Canada is our main focus for 2013. His impressive youth and supermini record speaks for itself. His 2012, 5th place finishes at Loretta's, Parts Canada Walton TransCan Supermini Championship and impressive motos at the Monster Energy Cup make me confident that we have teamed up with the correct rider. Wes brings big heart and endless desire to do his best on our side this year!"

FRASER TO RIDE 250 TWO STROKE FOR TM

After couple weeks of discussion, we are happy to announce that Davey Fraser will still be on TM for next season as he will race in the Quebec AMXQ series and at the Eastern Nationals on board team PR-MX, Pro Moteur, TNT, Kermaxx, Ryno Power Racing, TM's 250 2-stroke in the MX2 class.

After talking about it, we decided to go on the 250 2-strokes for the MX2 class, since it's now legal to do so! The 250 offers a lot of power and a low maintenance cost.

The 2013 racing season wouldn't be possible without our sponsors: Team PR-MX, Pro Moteur, Kermaxx, TNT Racing Developments, Alias racing gear, Scorprion helmets, Jett boots, Lucas Oil, Atlas Brace, Matrix, Golden-tyre, Twice Productions, Ryno Power Canada, BG race fuels, and Hindle Exhaust.

Davey is stoked to be back on the TM especially on a 250 2-stroke and can't wait to make it scream!





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WHAT'S NEW AT KTM

By MXP Staff

So much goes on behind the scene for Motocross teams in the off season. Few have had more ups and downs than KTM Canada. The team made its boldest move in Canada in 2012 by signing Dusty Klatt and Colton Facciotti. Luck and injuries and held

the team back in '12, but the men in Orange seemed ready to give it another swing with the same two proven racers.

As luck would have it, luck, more precisely bad luck, again caught up to the team in 2013. This ignited a flurry of activity in the past two months that has left one rider questionable about his return, another sore and now a third rider sitting on a brand new bike.

January 12: KTM announces Dusty Klatt will race a round of the 2013 KTM Canada BC Arenacross Championships. At the time, the series was being ruled by Yamaha riders Brock Hoyer and Spencer Knowles. KTM wanted representation on the track. Jeremy Medaglia had parted ways with KTM, and Kaven Benoit had snowcross obligations. That left BC native Dusty Klatt as the series call up, with some resistance from the Klatt camp.

February 2/3: Klatt injures his knee and effectively announced over Twitter how serious the injury

was. Dusty Klatt also posted a picture on instagram/twitter of a very swollen leg.

"Dusty Klatt @Dustyclatt Wish I never came here! Could might have just thrown my season out the window. Wasn't that worth it... pic.twitter.com/1SJ4fPHE"

"Dusty Klatt @Dustyclatt #hospitals your career, life, family are on the line to get stuff found out. But I get I'll watch the other 9 ppl with a cold go first."

"Dusty Klatt @Dustyclatt Look about the same right?... #Fail <http://instagr.am/p/VS1pgFrXBa/>"

February 9: In an interview with MXP Films, Florian Bourget, North American Marketing Manager, talks about the entire KTM Canada motocross team without mentioning Klatt once. This fuels speculation in the industry that Dusty is out for the season or not part of the championship plan for KTM.

February 13: Klatt tweets out to his followers. "Dusty Klatt @Dustyclatt Surgery in the near future! You will see me 100% ready, just the seat time may be low. Either way, see you at Rnd 1!"

February 25: Team KTM in final talks with lead sponsors Royal Distributing and Red Bull, discuss sponsorship and the KTM team. Both give indications they want strong team representation at all rounds of the Canadian series.

February 26: Red Bull and KTM reach out to Tyler Medaglia (Red Bull Canada athlete) about the situation regarding his current contract with TLD GDR Honda.

February 27: Medaglia contacts GDR owner/manager Derek Schuster about his conversation with KTM and their proposal to him.

February 28: Medaglia is presented with a contract from KTM for 2013 motocross season. GDR and Tyler Medaglia officially part ways.

March 1: Klatt goes in for ACL surgery on his right knee. Klatt still expresses some hope to be back for the western rounds of the Canadian series, but admits Gopher Dunes seems like a realistic return date. Klatt's motivation comes from a very front loaded, heavy incentive based contract. Doing well early in the season would pay Dusty well.

March 3: GDR releases a team video, and in the closing wishes Tyler good luck with a new team.

March 4: Twitter starts to light up with rumours of a new KTM rider from a couple motocross media sources. On the Pulpmx internet show, Steve Matthes says he heard that Medaglia is signed with KTM.

March 5: Completely off the public radar, Colton Facciotti has his KTM lock up mid-air while testing and ejects, injuring foot, slowing his pre-season preparations.

March 6: Medaglia lands in California for the official KTM team shoot with Benoit and Facciotti.

March 7: KTM Team welcomes Tyler Medaglia. GDR has put their program under review, and re opens discussions with team sponsors.





KIDS AND THEIR ORANGE TOYS!

Photo by Rich Shepherd

Every sport has its beginner programs, a chance for kids to get introduced to their sport of choice. What isn't very common is for kids to have the opportunity to perform on the exact same stage as their professional heroes. In Canada, we have Timbits hockey, where very young hockey players get to play a short game during the intermission of either an NHL game or a Major Junior game. These five minute games are always entertaining for the crowd, but for the kids on the ice, it's all business.

Back in 1996, KTM came up with the idea to have seven and eight year olds sign up and ride a shortened race during the intermission of Supercross, all on identical KTM 50s of course. From the moment these boys and girls took to the track, they were a hit with fans and media alike. At the time, it was hard to imagine that some of the kids involved would turn out to be some of the current stars of Supercross. Names like Mike Alessi, Eli Tomac and Ryan Dungey all had the chance to participate in KTM's awesome program, and to this day some count their KTM JR experience as one of their best racing memories.

After twelve years of the program going strong, the economic downturn of 2008 made the costs for KTM simply too high. At the time, no one could really blame KTM. It took a lot of money to get the bikes to each Supercross, plus the administration costs were high, not to mention the fee KTM had to pay Feld Motorsports (the promoter of supercross) just to be there. It was a tough pill to swallow for everyone involved, but in the end it was the kids who suffered the most.

Since 2008, KTM has always had visions of finding a more economical way to bring the program back to stadiums across North America. After a few years

of deliberations, KTM finally reached a new deal with Feld to bring the program back in 2013. This new streamlined program includes KTMJRSX races at just five rounds of Supercross, and for the first time, two Arenacross rounds. This gives kids in each market across the USA a chance to participate in a Supercross or Arenacross close to home. The five rounds of Supercross include Anaheim 3, Dallas, Atlanta, Indianapolis and the final round in Las Vegas, and the two Arenacross rounds are Wilkes Barre and Kansas City.

At press time, the 2013 KTMJRSX has seen some big names competing, or shall we say sons of former big names. At the first round in Anaheim, it was Brian Deegan's son Haiden competing who eventually finished fourth, and in Atlanta it was Tim Ferry's son Evan who won the race in front of 70,000 people. Also at the Indianapolis round, Stefan Everts' son Liam will take to the track no doubt with the same smooth style as his Dad. It is also cool to see riders from other countries competing. In Atlanta Ivano Van Erp travelled from the Netherlands to race, and at Anaheim, Cameron Steel flew across the Pacific Ocean from Australia for the chance to race at the famed Angel Stadium. So far there have been no Canadians selected, although Ontario rider Preston Masciangelo is on the stand-by list for the final round in Las Vegas. Hopefully he gets in so he can do Canada proud.

As you would expect, KTM has set the bar pretty high for riders to get selected to race one of these events. To start off with, you have to be seven or eight years of age to compete; there are no exceptions as KTM feels this is the perfect age when a 50 rider has the proper experience to ride on a real Supercross track. There is a height restriction of 52" and a weight restriction of 70lbs. Riders and parents

have to follow a certain code of conduct and perhaps most importantly, a rider has to carry above average grades in school. Hats off to KTM for including grades as part of their criteria!

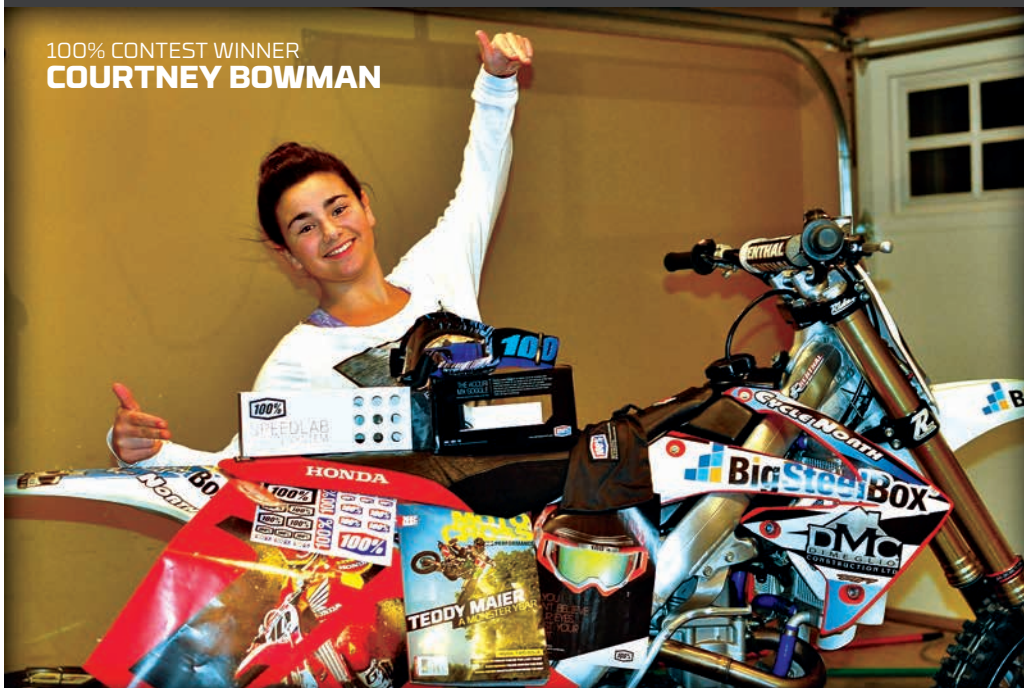
With this extremely popular program back on track, it will be interesting to see if KTM will expand it to include more rounds in 2014. KTM is extremely happy with how the return of the KTMJRSX has gone. With social media being what it is today, these races are reaching a massive global audience and will no doubt motivate more kids from around the world to apply. KTM's Sports Marketing Manager, Christy Lacurelle, commented "This program is something I have always been passionate about. I was brought into this program by its former Manager, Selvaraj Narayana. He, along with every member of the KTM team, represents what this program is about. At KTM we are one big family that loves to race. We believe that racing is a family sport and this is our way of sharing that experience with young riders and their families. This program is designed to create a memory that will last with the rider and their families for a lifetime. Being involved in that memory and seeing the smiles on the young riders faces throughout the event and later in life when they are sharing the memory is the purpose for this program".

It is amazing to know that we're watching the sports' future stars. KTM has given these kids a tremendous opportunity and as Christy said, KTM has hopefully created memories that will last a lifetime. For additional information on this program, go to www.ktmjrsx.com. There you can enter an event, and view the rules and results. With any luck we will see some Canadian kids out there soon.

- CONTEST PAGE -

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Throughout the years MXP and its advertisers are always coming up with great ways to get the product in to our readers' hands. This past winter we had four of the best contests this business has ever seen. Companies like Atlas Brace, Matrix 1.7 Cleaning Solutions, 100% Goggles and Dubya in association with Excel Rims gave away over four thousand dollars worth of product. MXP would like to thank all those that entered these contests and we congratulate the winners. 



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OAKLEY NEW “AIRBRAKE” MX GOGGLE

BY RYAN GAULD | IMAGES PROVIDED BY OAKLEY

“Revolutionary,” “Game Changer” or “Awesome” were the words used by all in attendance at the launch of the brand new Oakley Airbrake MX goggle. Mike “Too Tall” Bell was the one who used the last quote after watching the sick debut vid, but we were all thinking it. MXP was the exclusive Canadian publication invited down to California for this very cool, one off event. The night included a full tour of Oakley’s world headquarters, a walk through the museum of history, a DJ, amazing food, drinks and a time to chat with the Oakley athletes in attendance. It was just about the best night I have ever attended. Oh ya, it ended with a gift pack full of Oakley goodies including our very own set of Airbrake goggles. It was very cool to be included.

This new product is going to change the way goggles are made in the future of this sport. The Airbrake comes with technology that they use in the snowboard world that is really going to work well for MX. It first starts with the Switch Lock Technology. This new innovating system allows the racer to change lenses within seconds. It’s literally like a Transformer toy where you just click the tabs and pop the lens out. It’s that simple. The next eye opening advancement in this goggle is the lens itself. Regular goggles are made of generic material that is bent into place that can cause optical distortion. It basically means that things are really where you see them. The new Airbrake uses injection moldings under extreme pressure that gives you the best vision possible. The injection mold is called Plutonite. Apparently it’s the same type of product used in the US army under extreme pressure. I actually got to see the staff at Oakley shoot this lens with a BB gun at close range with no penetration, as well as drive a spike with a press into the lens without cracking or popping out the lens. We all know roost can be a huge issue behind a big 450 race bike. Well, with the Airbrake, you will be confident to stay close to your competition enabling you to pounce on their mistakes, make a pass and ride off to victory. Bad starts will no longer be a problem as far as vision goes if you’re running this new goggle. The last thing that is really cool is the new Roll Off system. It is integrated right into the goggle itself. It clips in just like a change of the lens. You just push the two tabs on the arms that hold the strap, plus the roll off is 60% wider. Not sure if any of you have had this issue but for the most part my eyes are always under the roll off lens itself, which doesn’t really give me a clear view. This is now not an issue with the Airbrake goggle.

This goggle really will make us all see differently. Other goggle companies will have to see this as a step in the right direction and will work hard to catch up. This new system can take the pain/cost of buying 5, 10, or even 15 pair of goggles if that’s what you require. With the ease of changing lenses or roll offs, this gives you the advantage of just buying lenses to pop in and out of your one or two pairs of goggles. The total package of the Airbrake has endless positives for any racer at any level.

Here are a few pics from the event.

Big thanks again to Oakley US and Oakley Canada for setting this up.



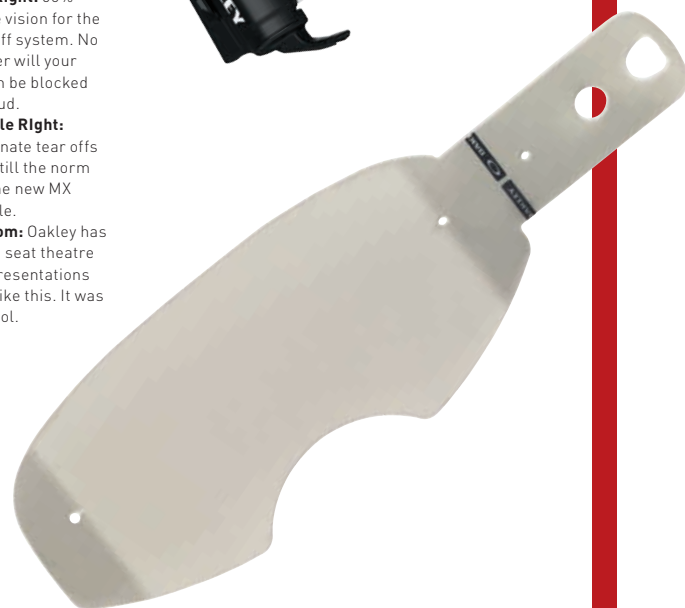
Top Left: Mike "Too Tall" Bell (blue), Jeff Ward (middle), and Johnny "O' Show" O'Mara were on hand to talk about the brand they have been supported by for so long.

Middle Left: The new goggle is like a transformer; multiple pieces that are easily manageable on race day to ensure comfort, clear vision, and style.

Top Right: 60% more vision for the roll off system. No longer will your vision be blocked by mud.

Middle Right: Laminate tear offs are still the norm for the new MX goggle.

Bottom: Oakley has a 250 seat theatre for presentations just like this. It was so cool.





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COVER BOY

SPENCER KNOWLES

"2013 COULD BE THE YEAR FOR KNOWLES"

BY RYAN GAULD AND PHOTOS BY JAMES LISSIMORE

So far the 2013 season for Spencer Knowles has started off on the right foot. The KTM BC Arenacross Championship presented by Future West has a new champion. Knowles dominated the series with five Pro Lites wins, four Pro Open wins, and throughout the twenty-four main events he only missed the podium three times. Consistency always seemed to be the only component missing from Knowles' arsenal of talent. With the way this series turned out and the maturity Spencer showed, you have to put this kid on the list of potential moto winners and podium threats once the Monster Energy Motocross Nationals start in June. He believes he can and now he's made a believer out of all of us. For his title, he earned the first MXP cover of 2013. We caught up with the friendly BC native to chat about the championship and how he plans to attack the Nationals in 2013.

Congrats on the Canadian Arenacross title. For that accomplishment you have earned the first cover of 2013 for us. What do you think of that?

Thanks a lot Gauldy. Sick, I got the cover. That's the first of my career so that just adds to a great winter so far. I'm pumped.

The cover looks great. James got some solid pics of you. So what was it about this year that made it all come together in the AX series?

This year I just tried to ride calm and smooth and back it down when things got a little crazy. I wasn't going out there and riding wide open like I have done in the past. I know I can win races but hitting the dirt always held me back from that. I sat down with Ed Wagstaff and he just said you don't have to be to the bar each time you go out there, just relax and let the race come to you. I sat down one night and thought about it all. So that's what I did and I had a great series. I was so consistent and that's what got me the title. It was awesome.

That's great to hear Spencer. So what's on tap as we head into the National race season? How are you preparing for the long battle ahead? Last year you had the speed to hit the podium all summer long but didn't.

Knowles – Ya, the speed was there for sure but consistency was the issue. That damn word keeps coming up. I will be down in California for the most part and will hook up with Sean Hamblin to help with my training. Hopefully he can help me out.

Talk to me about the KTM BC Arenacross series. Give me your thoughts on the entire deal.

The first round in Cloverdale was awesome. The stands were packed and the track was fun. The arena was sold out, which was good for everything. Chilliwack is always fun and the show is always good but the crowd was better in Cloverdale, probably because it was closer to town. Overall, I was happy with the series from top to bottom. I feel they could change a few things though, but in saying that I feel they did a great job with what they have. For me, I'm happy to be a part of it all.

So how does it feel to be part of the list of amazing names that have won a BC Arenacross title? Riders like Darcy Lange, Dusty Klatt, Kyle Beaton, Ryan Lockhart, Brock Hoyer and now Spencer Knowles. Sounds good, eh?

Ya, that feels really good to be on that list. The series is really fun and I'm stoked to be its champion. Next year I think I'll skip the series and take the skills I have honed in the "Battle of the Barn" down to Supercross and just go for it. I figure it's time for me to take some money, invest in myself, and just go for it. What do I have to lose, right?

That's amazing to hear a young Canadian say that. We'll definitely be following that. So as we head into the summer, are there any big changes to your program other than Sean Hamblin?

The program will be pretty close to the same, basically the same sponsors and the same team. Mike Smith will be back twisting the wrenches and we'll be giving it all summer for the top spots.

"I FIGURE IT'S TIME FOR ME TO TAKE SOME MONEY, INVEST IN MYSELF, AND JUST GO FOR IT. WHAT DO I HAVE TO LOSE, RIGHT?"





COVER BOY
SPENCER KNOWLES



“I’LL WORRY ABOUT THAT WHEN THE TIME COMES. FOR NOW I’M FOCUSED ON THIS YEAR’S TITLE RUN, WE’LL SEE HOW THAT GOES.”

Heading into the 2013 Monster Energy Nationals, you are one of the guys on the list of riders that could win.

Where do you see yourself fitting in?

I’ve been working hard this year, harder than any other year. I plan on working my ass off in California. I know all these guys are going to be fast this year, guys like Benoit, [Tyler] Villopoto, Grey, Kaelin, Maffienbeier and others. I know what I’m capable of doing well, and if I work hard and stay consistent I can win. I know I can win races.

I think there are many people that feel the same. Since your championship, how has life changed for you? Are the girls just flocking to you?

I actually have a girlfriend now so I guess I’m on the love boat as you would say. [Laughs]

Good to hear. How pumped was your mentor Kyle Beaton after you won this title?

He was stoked. He gave me a big hug and said he was really proud of me. It felt good to hear that from him. He’s always been there for me and has played a big part in my career.

Ya, you boys are close so that’s great to hear. I know you’re young still at 20 years old, and you’re not really into Twitter or Facebook so you don’t have the most outgoing personality so it’s hard to read you. Do you still love the sport and enjoy the ups and downs motocross can give you?

Oh ya, I still love every minute of it. I like keeping to myself, but I think I may change that soon enough and get on Facebook and Twitter. Not just for me but for my sponsors as well. I love moto. It’s been a part of my life since I can remember and I enjoy every part of it. I don’t know how long I will do it for but at least another 2-4 years. I will give

it my best and see where it takes me. I really don’t have a plan as to when this ends. I’ll worry about that when the time comes. For now I’m focused on this year’s title run, We’ll see how that goes.

I like that answer Spenny. You’re sounding pretty mature. I guess a title adds years to your personality. Thanks again for your time and congrats on the AX title as well as MXP’s first cover of 2013. Where do you see yourself when the checkered flag waves at Walton after the second moto?

All of this means a lot to me and my sponsors. If I could read the future or guess where I am going to be after that last checkered, I would say it’s my goal to be on the podium. I won’t be satisfied unless I make it through the series with solid results and holding a cup on the box when the MX2 series ends. I’m going for it, I can say that!!!! **NRXG**



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ENERGY DRINKS

HOW THEY'VE CHANGED THE SPORT

BY BRIAN KOSTER ~ PHOTOS BY RANDY WIEBE AND CLAYTON RACICOT

"WHETHER IT IS RIDERS, TEAMS, FAMILIES, PROMOTERS OR SANCTIONING BODIES, EVERYONE IS CONSTANTLY LOOKING FOR AND IS IN NEED OF FINANCIAL AID. THE STRUCTURE IS SO DIFFERENT FROM THE STICK AND BALL SPORTS THAT WE ARE PRETTY MUCH LEFT TO OUR OWN DEVICES."

In the world of sport there is no other discipline that requires more outside sponsorship than motorsports. In most traditional professional stick and ball type sports there are so many games with a controlled, comfortable environment to watch the games, and huge television rights deals incorporated into the season. They have spectators lining up at the door to watch their favourite players, and the income some of these teams generate is astounding. The players have huge salaries and the franchises are staffed to the roof with pencil pushers all getting competitive wages. In the world of traditional professional sports, chasing sponsorship is not necessarily a priority nor a necessity as the general public is hooked line and sinker into funding the whole deal through ticket sales.

Ah, if only we had that problem in the motorsports world. It seems in racing every step we take is a struggle for financing. Whether it is riders, teams, families, promoters or sanctioning bodies, everyone is constantly looking for and is in need of financial aid. The structure is so different from the stick and ball sports that we are pretty much left to our own devices. Throughout the ages in motorsports it has been the manufacturers who have always been there playing a supporting role to be sure the racing goes off as planned. Way back during the glory days of racing, crowds were so huge, and media, especially in Europe, had the general public enthused about motor racing. People back then did not have that many

options for entertainment and the thrill and allure of racing captured the imagination of the masses. Motorsport thrived with mass media and public support. That I suppose is why the era is referred to as the "glory days".

Another huge asset to the sport of motocross had been the involvement of the tobacco companies and the major breweries. Remember the Camel Supercross series sponsored by Coors Light? During the seventies and into the eighties, this was the norm. In Canada, we had Molson's at the forefront of our outdoor motocross series sponsorship, and with their help our riders were actually making some decent money. There were some epic tracks with excellent spectator attendance and with the Molson name promoting the races things were somewhat golden. When Molson pulled out they left a large, unfulfilled void that lasted quite some time. Then along came Export "A" and the birth of the Extreme Sports Series. Things really got cooking in Canada when the CMRC became aligned with Export "A". The tobacco companies have deep pockets and like the breweries found a great fit with the wild and risky sport of motocross. We must remember this was an era when you could smoke on a city bus, on an airplane and in special sections of restaurants and bars. The Extreme Sports Series was a huge success and encompassed other motorized action sports in Canada as well. Tobacco companies at the time enjoyed a wide spectrum of advertising possibilities and were helping promote many great events of all



ENERGY DRINKS

HOW THEY'VE
CHANGED THE SPORT



genres across the country. But alas, in response to lobbyist outcries, the Canadian government stepped in and started regulating and eventually banning tobacco sponsorship programs, which left a lot of solid organizations in a bit of a lurch. Some events just faded away while others looked elsewhere to help fill the financial void, but they kept plugging away.

By the time tobacco sponsorship was being phased out, the CMRC was gaining momentum and had built a strong foundation, albeit with the aid of Export "A". The outdoor motocross series had a good following, some fantastic teams and some even more fantastic riders were competing.

**"BE IT BY COINCIDENCE
OR BY DESIGN, THE GUYS
AT MONSTER ENERGY
NAILED IT WITH THE
ASSOCIATION TO DIRT
BIKE RACING."**

The television package was improving every year and the series had created a worthy buzz. But when Export "A" left, it did affect the series and slowed the impressive momentum that was built in a relatively short time. The CMRC stayed the course with the continued support of the manufacturers and other key sponsors, but lacked a big time title sponsor. Export "A" left huge boots to fill.

Enter Monster Energy Beverage Company, an original division of Hansen's who had dabbled in motocross with their original drink called Hansen's Energy. Now with Hansen's dropped from the equation, Monster formulated a plan to manufacture and market an energy drink to rival all others on the market. I think most of us can agree that it was Red Bull that really spearheaded the energy/health drink movement globally and were the pioneers in paving the way for the many brands to follow. But Monster did not want to be a follower and started an aggressive marketing campaign to differentiate them from the rest of the pack, so to speak. It was the thrilling sport of motocross and supercross that captured their imagination, which was the original focus of the marketing team. I know from a marketing standpoint the hardest demographic to reach is male 16-24 years of age. Guys of this age are usually all over the map and it's hard for advertising executives to figure out how to reach them. Be it by coincidence or by design, the guys at Monster Energy nailed it with the association to dirt bike racing. It's a perfect fit for the 16-24 year-old male demographic, but also has a wide appeal for pretty much all ages. Now, Monster Energy has snared roughly 35% of the massive

Energy Drink market. Not bad for a company that started actively marketing the brand only a few short years ago, and a testament to the product and staff that worked tirelessly toward making it all happen.

Monster Energy joined forces with the CMRC as the title sponsor in 2007 and have retained that position to the present day. I would think it's safe to say that the Monster Energy Beverage Company was and is the saviour of Canadian motocross. They are serious about growing the sport, not just in Canada. Monster also has a huge presence in Europe and is a title sponsor on the world famous Grand Prix circuit as well. In the United States, Monster is the title sponsor of the highly competitive Supercross series, which is probably the most widely watched and enjoyed moto series in the world. In the motocross world in Canada and the US, Monster has aligned themselves with Kawasaki and for good reason. Just look at the corporate colours and you can see a perfect fit; together they have been a venerable force in the two wheeled arena. Not only have they been winning championships but their bikes and big rigs are some of the most pimpin' lookin' machines in the pits! In Europe, Monster has made an affiliation with a lot of Yamaha riders and teams, but as in North America does not limit lone athlete sponsorship with any particular brand. This is a company that loves moto who puts their money where their mouth is, which can prove to be rare these days. They are no doubt a very, very cool company!

The main man at the helm of Monster's relationship with Canadian motocross is Nelson Phillips. I have known Nelson for many years, well before his tenure with Monster, and I fully respect his grasp of marketing. He rides, has a great grasp on the sport, and like us, is a fan. At the races in Canada, it is Blair Harper who runs the day to day operations who attends all nine rounds from coast to coast working closely under Nelson Phillips. Blair is another super personable guy and an ideal liaison between the CMRC and Monster Energy. Blair also rides. At any of these events you will find him at the forefront of everything Monster. He organizes the pit set up, the sampling crews, the girls and the catered lunches for the riders and teams that reside under the Monster Energy umbrella. These are just a few of his responsibilities. Of course he is there as an ambassador for the brand and to oversee the entire investment from the company. After asking Blair how long he thinks the brand intends to stay involved in the sport, his response was very clear. "I don't think we are going anywhere. It's kind of the first sport that put us on the map so I wouldn't anticipate us moving on in any way, so I think if anything we are getting more involved". That quote alone should be like

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BEYOND REASON



ENERGY DRINKS

HOW THEY'VE CHANGED THE SPORT

music to the ears of any dedicated motocross fan. I know it is to mine! Curious as to what Monster Energy's goals were by being affiliated with Canadian motocross, he had another great answer "It's a great opportunity for us to get our product into new hands and to reach people in areas who would not normally be exposed to our products. I don't know the exact strategy behind it but obviously there's tons of exposure with the TV package, magazines, online and generally raising brand awareness. Our goal is to get more people through the gate and utilize the Nationals as best as we can". When asked how he feels Monster has impacted the sport in Canada, he commented "Well, I think that we have kept it alive in a certain sense. With the state of the industry and the economy, we were still able to employ people and keep the series alive. It's a rare opportunity to keep a cool sport going and get to some rural areas to market". I echo these sediments and could not agree more.

With Monster being a title sponsor here in Canada and with their teams winning both MX1 and MX2 Championships, it is natural that they are getting the most "air time" in this article. But as we know, Rockstar Energy is another key player in the energy drink war. Rockstar was a title sponsor of the US Outdoor Nationals and has been lighting up this year's Supercross series along with their partner US Suzuki. Rockstar, unlike Monster, is owned by a single person so without all the corporate layers, decisions get made a little quicker so it's a little different for the teams representing them. They are a smaller company but none the less very successful in their own right. Here in Canada, Rockstar is a partner with the Ocean Transportation Services Freight Forwarding (OTSFF) team who are currently partnered with Yamaha. They have been affiliated with OTSFF since 2006 and have not wavered in their support for the Ontario based team ever since. Last season with the likeable Bobby Kinsky at the controls, the team captured the coveted #2 plate in the MX1 class for Rockstar. I spoke with Canadian icon André Laurin, team leader of the OTSFF team, to get his take on Rockstar, what their relationship is like, what their goals are with the connection to motocross racing, or if they just give him a bunch of money and walk away. "No, no, no! There are visual identity quotas that we have to meet and we have to report that every weekend, plus every quarter we have to give out what impact we've had. Our guy Brad Ewan does that full time, maintaining all the reports that they need including on site presence, television exposure, print media,



internet, etc." Upon further grilling on the subject, André let it be known that it was a lot of the structure that he had originally developed for his own racing programs over ten years that Rockstar adapted for their own global projects and strategies; a very cool little tidbit. It's no wonder their relationship is so strong. André continued "They added their own dimensions to it but the template was created by us". I had to ask André how his team has benefited from the association with Rockstar and the answer was predictable. "If we didn't have Rockstar we wouldn't be racing. They are the anchor, the money people, the group that basically aligns the stars to make this happen. I mean, obviously I and other sponsors put money into it, but if I didn't have Rockstar I wouldn't be doing it". When asked if Rockstar was in it for the long haul, he told me that before the crash of 2008 he had a three year deal with them but since then it has been year to year. He remains optimistic in regards to their commitment to motocross and action sports. Being a smaller company, André is able to deal directly with the owner of Rockstar on occasion, but with day to day operations he deals at the Vice President level without all the corporate layers of bureaucracy. He refers to his relationship with Rockstar as family and has built a solid bond with them that goes beyond just strictly business. Being able to deal directly with the top executives in the US enables him and his team to get answers quickly and efficiently. I asked André why Rockstar as a company chose to be involved in motocross. "Well, that's how the energy drink was introduced...that is their market place. They are not known as the opera

Last season with the likeable Bobby Kinsky at the controls, the team captured the coveted #2 plate in the MX1 class for Rockstar



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ENERGY DRINKS
HOW THEY'VE CHANGED THE SPORT

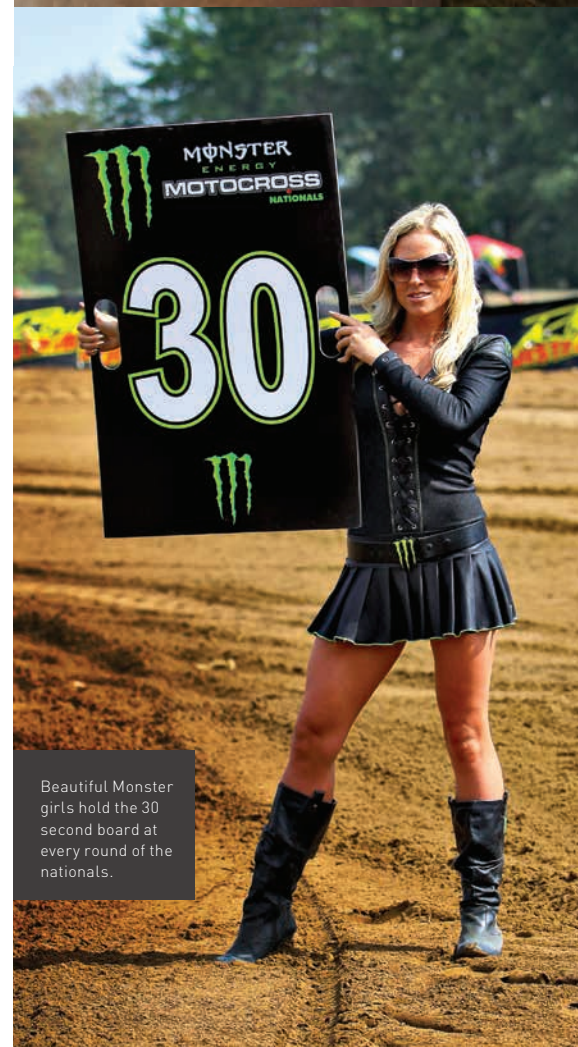
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singer's voice re-vocalizing liquid...they are an action sport, extreme sport beverage and they are doing well. I think they will always be involved in action sports so we are fortunate. They keep the stream flowing in the right direction" So there you have it, right from the horse's mouth, another case of an energy drink company saving the day.

Monster Energy has established a strong relationship with Leading Edge Kawasaki Team to race the Canadian series. Obviously, with a tremendously successful 2012 season, everyone involved is super stoked for 2013. The Leading Edge Kawasaki Team has firmly planted themselves as the team to beat with the absence of the Blackfoot Racing program, and have done an amazing job of filling that void. I caught up with team owner, all around nice guy and old school racer Jason Hughes to get his take on how the Energy Drink industry has helped his team and the sport in general. "Well, in a huge way. They have given us the opportunity to take the team to the level we are now with their support, and without their involvement and their involvement in the sport I don't think the team or the sport in Canada would be where it is today". Leading Edge Kawasaki started without the aid of Monster Energy and had a smaller pit set up back in 2006 and 2007 when they were doing just the west coast races but were in contact with Monster. For 2008, Jason, now with Monster on board as their primary sponsor, attained a sweet semi rig to follow the entire series coast to coast, once again representing the Kawasaki brand. Jason's feelings of how Monster has affected the sport of motocross are very similar. "Definitely they have made a positive impact, for sure. I think they have brought a whole new level of exposure to the sport of motocross. With their sense of marketing in extreme sports, they have elevated the whole sport to a new level". Again, I asked if his deal with Monster Energy

was more about business or more relationship driven, he responded, "Both. There is no mistake about it that it is definitely a business on both sides. We both have things we need out of the racing program and there are goals we have set, but what makes it all come together are the personalities that make the marketing effort work." So it is quite evident that Jason recognizes Monster as an important cog in the success and development of Canadian motocross, and like many of us thinks it would be a scary thought without them. I pushed for an answer on the long term commitment to Canadian motocross from the Monster Energy Beverage Company and from his team for that matter, and received an encouraging answer. "We just signed on for another three years so we have their support for that time anyways. Depending on what happens with the series, we definitely have their support long term". That goes to show the level of commitment the fine folks at Monster have to the great sport of motocross. I personally applaud them for going out on a limb, not only for the sport but for all us racers and fans alike. Plus, they are a very hip and cool company, which only makes the whole arrangement taste that much sweeter!

Now to the originator of the energy drink craze, Red Bull. This company first gained notoriety in Europe and took the continent by storm with Europeans drinking the stuff faster than they could make it. It then made its way to America and after several years of government red tape was cleared to be sold on store shelves in Canada. In 2011, they sold 4.6 billion cans globally and are a giant in not only the energy drink market but in the beverage industry as a whole. As far as global brand awareness goes, they even rival the mighty Coca-Cola brand, which is mighty impressive considering Coke has been around about a hundred years longer. Lucky for us the man behind Red Bull, Deitrich



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ENERGY DRINKS

HOW THEY'VE
CHANGED THE SPORT

Mateschitz, hails from Austria and is also a huge motorhead. We all know that KTM was also born and bred in the beautiful Alpine country of Austria as coincidence would have it. It is my understanding that the boss at KTM and the boss at Red Bull are friends so it became a no brainer for the two to join forces, hence the birth of Red Bull KTM. I must admit it does have a nice ring to it, doesn't it? Through all this, Red Bull KTM Canada was born and to this day remains a force in Canadian motocross. I managed to contact their Team Manager, Andy White, another former racer, while down in California testing with the team, to get his take on the whole energy drink movement. I asked Andy how he thinks Red Bull has impacted our fine sport of motocross both here and abroad. "I think it's awesome that a company of the high calibre that Red Bull is has become involved in our sport. Remember these are the guys that sponsor two Formula One teams and elite athletes around the world so I'm super pumped to be involved with Red Bull worldwide. We get a lot of spin-off through their worldwide program with training facilities for Red Bull athletes, so when in California Colton and Dusty can attend the Red Bull lab in Long Beach. When in Europe we can hit the Austrian one and it's just a win, win situation. I think it's awesome that they feel it's important to be in our category of extreme racing, which is nice". I asked Andy what he thought Red Bull's long term goals are in Canada with motocross and with the athletes they help. "Well, I would assume the goal is for branding their product. It is an elite, high end product and they only connect themselves with high end, elite people. They pick and choose the athletes they want to associate with and don't just throw their name around everywhere and anywhere. They are very particular where they want to put their logo. They are the real deal, it's a real company, they are worldwide and everyone knows the name Red Bull. It's now a household name whether you drink it or not. It's a powerhouse in the energy drink market if not the leader. I think any athlete would like to be associated with Red Bull". With Red Bull pulling stunts like the space jump, it is no wonder they have become a household name. I furthered the interview by asking the age old question of where he sees the future of Red Bull's commitment to Canadian motocross. "I feel they are going to be around for a long time. We had some good meetings last week and they are really pumped about the Canadian racing.



At this point it's hard to imagine our sport without the support from Energy Drink companies.

Worldwide, I think they are getting a really good return on their investment especially with Dungey and Roczen on the podium a lot on Speed and on CBS, which is a channel that everyone gets. I believe that they benefit from it and it's good for both parties." I went on to ask how his support has varied over the years with Red Bull since the inception and I was somewhat surprised and impressed by the answer...check it out..."It increases daily. I can go to bat with the press and say every day I talk to the Red Bull people they bring me more to the program than I had the day before. Every time the phone rings and it is Red Bull, you know it's a win, win, and that it's a bonus that will help your program. Being partnered with Red Bull has helped elevate the team to a whole new level. The support goes well beyond just anything monetary. It's a partnership built

on many levels. Red Bull helps in all different ways from focusing on athletes being 100% with training, nutrition, to special events and branding KTM's name with their name."

At this point it's hard to imagine our sport without the support from Energy Drink companies. They truly are the saviour of the sport of motocross and something we should all be thankful for. In this ailing economy, the motorcycle manufacturers are feeling the pinch. Without the energy drink companies co-sponsoring the teams and major series around the world, we would be in a world of hurt. These three companies are the top three in their segment. It's just fantastic that they have recognized motocross as the coolest sport going and that there really are multiple benefits from being involved. Kudos to all responsible and from my heart I offer a huge THANK YOU! 



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MONSTER ENERGY LEADING EDGE KAWASAKI

WHERE DID IT ALL BEGIN?

BY RYAN GAULD

PHOTOS PROVIDED BY
LEADING EDGE, MXP
AND CLAYTON RACICOT

“I

was just a 20 year-old guy when this Arctic Cat rep said, ‘you’re the guy’. I said, ‘okay’ and it started from there,” stated shop owner Jason Hughes of how it all began.

The Leading Edge dealership has become a household name in business and racing for many years now. In 2008 they made the jump to a full rig and a team with high profile names that received major support from Monster Energy. Since that day the team has racked up 3 Canadian National titles, 2 Canadian Arenacross titles, 2 Montreal Supercross main event wins, and this past summer may have had the best season of any team in the history of motocross in Canada. The shop has

“I was working at an Arctic Cat dealer just before it was about to close when I was asked by this rep about starting my own business.”



MONSTER ENERGY LEADING EDGE KAWASAKI

been successful representing the Arctic Cat and Kawasaki brands throughout the Kamloops area, plus they have put money back into motocross by racing the national series and supporting the local race scene. In this day and age you don't see too many multi-year deals with riders or teams. Monster Energy and Leading Edge have inked another three years to the plan, which shows that hard work and dedication get recognized by corporate sponsors. Leading Edge is in this for the long haul.

"I was working at an Arctic Cat dealer just before it was about to close when I was asked by this rep about starting my own business," states Hughes. "As I said, I was only 20 and a little skeptical whether I could do it. I was racing hill climbs on sleds at the time so going into business was not first on my list. I was travelling lots back and forth to the US, but this opportunity was there so I found some partners to help get it off the ground in 1995. I bought them out in 1997. My Dad is partner as well. Arctic Cat was our first manufacturer then Kawasaki came in 1999 and that's how it all began."

Racing was part of the plan right from the beginning for Hughes and his new shop. From the years 1997 through to the mid-2000s it was all about road racing. Jason was the racer who helped put the shop on the map in the Road Race scene, but he found that type of racing to be really tough to stay on top because of the amount of travelling required. The Kamloops area didn't offer much in the way of a practice track or even a real scene for racing. It wasn't until a call from Kris Foster's dad that got Jason hooked on moto. "I got a call one day from a guy that said his son was a good racer from Kamloops and we should help out," says Hughes. I knew what moto was but I wasn't involved at all, really. I was on my way to Vancouver for something else and decided to hit up the Arenacross to watch Kris Foster. I was impressed with his skill and the overall feel for the event itself. That's when we started focusing the shop towards more off-road stuff. The Kamloops area had a direct link into the scene and our customer base so it



“IT WAS GOING *TOO FAST* ON THE STREET WHICH GOT ME INVOLVED IN ROAD RACING.”

was an easy transition. We can thank Kris Foster and his family for getting us started into motocross.”

Kris Foster is still a big part of the Leading Edge family, which speaks of the loyalty of Jason Hughes and the shop. Foster became a pretty good racer and Jason was really enjoying the racing. There was positive feedback from locals because of their support for the local racer. “I was really pumped to be going to the races with Foster. Then in 2006 I loaded up our snowmobile trailer with Foster and Brett Turcotte and did all of the west coast rounds. I loved it all. Being at the races was way too much fun for

me. We did the same thing in 2007 but added Brock Hoyer to the team as well. Business was going well. I mean it had its up and downs just like anything. The more we promoted and worked hard, the race stuff was coming easy and that helped make me want to get more serious and go big in 2008,” shared Jason. For the fan that followed the national series or even the people running it, Leading Edge was non-existent until about 2008. Nobody knew about this silent powerhouse that would one day become the best team

The Hughes family.
Jason, wife Crystal,
and daughters Serena
(3) and Blaire (2
months, not seen here)



"YA KNOW, THE SCENE HAS CHANGED SO MUCH OVER THE YEARS."

in the business. Plus to be able to come in and do so well in its first four years really says something about the race staff and people that support the team. In 2008 they exploded onto the scene and since then have made history.

"Well 2008 is when the MX2 series went right across Canada. That's when we had to make the decision to get right out or go all in," stated Hughes. "We had great supporters with Canadian Kawasaki as well as Parts Canada. If we were going to go all the way we wanted to ensure we did it right. That's what our sponsors wanted to see. We met the Monster crew the same year and we hit it off. As you've seen, they have become part of our family since day one. So with all that support we said "let's do it" and came out big in 2008."

Jason knows that racing is tough in Canada and he realizes that hard work pays off. Last year was obviously their most successful year. "Teddy Maier has been part of the program right from the beginning and his feedback over the years has really made the team better and closer. C4MX joined in 2009 and really helped the program with motor work. Last year Graham Bro came in and was hands on with suspension, which was huge for us. We put in so many hours of testing last year. That was the biggest step up for us. Over the years we have had our ups and downs but the way the team has formed is the reason we have been successful in such a short time."

"Ya know, the scene has changed so much over the years," shared Hughes. "The level of competition and the exposure we get throughout this series is really high. I wish that big blue truck was still in the pits because they set such a high standard. They were great to compete with. All the other teams were too so we had to step up our game each year." The more I chatted with Jason, the more I learned of his passion he has for the sport. Racing is not making them money but rather generates great exposure for their shop, which in turn is shipping bikes and sleds out the front door to costumers with smiling faces so they can go riding in the Kamloops area.

I really wanted to know if he wanted to see any major changes in the series. Being one of the bigger teams and winning both titles last year, the respect he has earned throughout the pits warrants his opinion on certain issues. "That's a great question," said Jason. "Ya, know things can always be better. I really liked what I saw at Walton last year, from mechanics row to the autograph signing. I think everybody was excited about what they saw at that round last year. I would really like to see things like a leader board for fans and managers. If you're not a die hard fan, it's hard to follow but overall I'm really happy with the series and what we have going on."

Heading into 2013, the team is basically the same again. There will be a few new riders under the tent, but what Leading Edge had last year worked so it will be the same way they attack this year. "Last year we were prepared. We probably doubled our preparation from our parts list right up to our testing. At the drop of the first gate we knew we were good but we weren't sure. Then the rain came down. The boys

came out on top but it was Kamloops when we knew the dream to become champions could happen." The one name under the tent was really strange this year. Tyler Villopoto joined the team this past summer and surprised everyone, even Jason. "Ya, we weren't sure what to expect. We had seen him ride and knew he was fast, but could he even make it through a long moto, let alone two at a National? He showed some



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amazing heart and skill this past summer and helped us have such a great year because under the tent he was a super cool kid."

Over the years the team has had some great names under the tent just like Tyler. In year one and two it was Teddy Maier, Brock Hoyer and Nick Evennou that put the team on the map. Teddy would win the title in 2009. Then in 2010 Teddy Maier stayed but their other rider was Spencer Knowles. In 2011, it was the first time they would introduce a MX1 bike under the tent with Matt Goerke, plus MX2 Champion Teddy Maier moved up too. The MX2 team consisted of Kyle Beaton, Tyler Sjöberg and Austin Pollitelli. They would grab two 3rd overalls, one in the MX2 class with Pollitelli and the other in MX1 when Teddy Maier hit the box at the end of the series.

This brings us to the summer that was nearly perfect in every way. Both Matt Goerke and Teddy Maier brought home both titles in one of the most impressive summers in the history of the sport. With 2013 just around the corner, it looks like the squad will be Teddy Maier and Brett Metcalfe in MX1, and Tyler Villopoto, and some support in the west for young up and comer Jesse Pettis in MX2. Once again they have built a strong team to recapture those titles that they currently hold as a team.

Jason was born in Vancouver, BC, and then at 12 years old moved to the Shuswap. When he graduated, he made the move to Kamloops. "I had a pretty normal childhood, but it was going too fast on the street which got me involved in road racing," says



Pat O'Connor has been there since the race team's beginning. He has played a major role in their success.



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Hughes. "I basically traded in the license plate and turned that into race plastic. I won some amateur titles and did pretty well on the west coast in the pro races. I was always near the front row." Racing has always been a big part of Jason's life but that all changed about five and half years ago when he met his wife Crystal. They met when training at the local gym, and it's been a fairy tale relationship ever since. In a very happy voice, Jason said, "Family is very important to me. We have two wonderful daughters, and I'm looking forward to growing old with Crystal and raising our kids. I love being a dad. It's new every day." I asked if a boy was in the future but Jason said two is enough, but maybe there could be some blue plates in the family down the road. He doesn't know what the future holds but Jason is dedicated to his family, his race team, and growing the sport in the Kamloops area and beyond. [MORE](#)

Hillclimbs is what got Jason heavily involved into racing. He raced them a lot more than road racing and was pretty successful. He earned two Canadian titles and two World titles. Jason Jackson now races a Leading Edge sponsored sled up the hills. (seen here)



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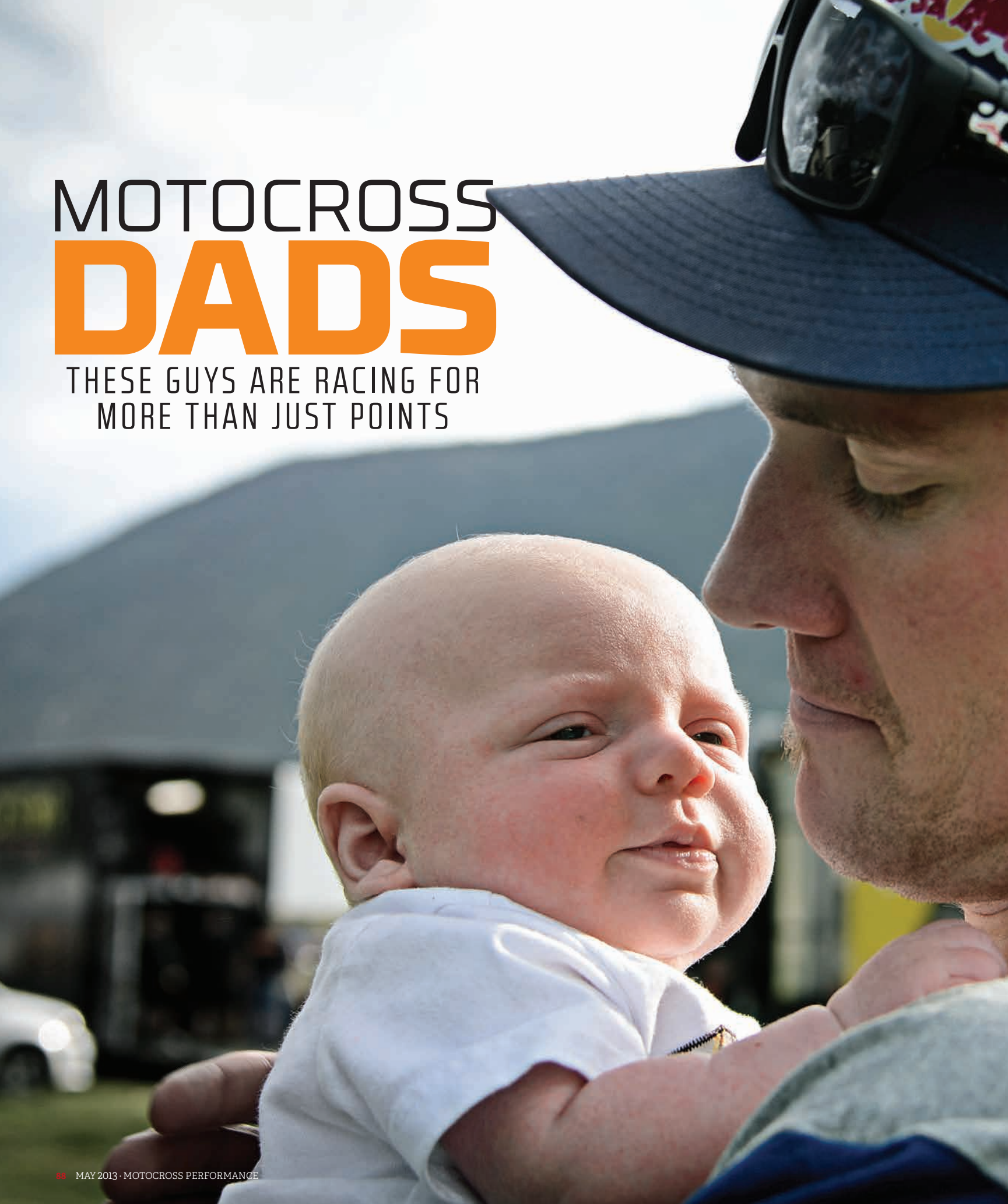
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MOTOCROSS DADS

THESE GUYS ARE RACING FOR
MORE THAN JUST POINTS

Within a relatively short amount of time, Dusty Klatt, Tyler Medaglia, Teddy Maier and Bobby Kiniry, four of the front runners in the CMRC Nationals, were married and/or just had kids. It is a big change to go through in any man's life (not to mention the mom). They have all changed from me to we. The pressure of providing a good lifestyle for their family is one that that will accompany these men while racing in 2013.

"You know with your first kid, you never know what to expect," explained Bobby Kiniry. His wife Brittany gave birth to their first child, Everly Michelle Kiniry, in December of last year. Kiniry, a long time Canadian contender, has been a journeyman of the sport in the winters, raced overseas, picked up fill-in rides for injured riders and hustles to make a living. In 2013, Bobby landed what appeared to be a stable position at Velocity 3 Yamaha. In the midst of this success, the new parent has worked through the learning curve of raising a new baby girl.

"What it was going to be like? I had no idea. We read a lot. I should be honest; my wife read a lot of stuff, such as how to help babies sleep through the night. Honestly though, until you have that small baby at home and you know she is healthy, it becomes something you just learn to do each and every day. The responsibility and time you need to be there for her is something I didn't realize either. Brittany has been amazing. She understands that what I do for a living requires things that you don't always get when you are a new parent like sleep, rest, and time to train. She's been good for us."

Not far behind Bobby in the new dad department is Monster Energy Leading Edge Kawasaki rider Teddy Maier. The 2012 CMRC MX2 National Champion and his wife Chelsea welcomed home their baby girl, Harper Lynn Maier, in December as well. Unlike some of the other new dads, Teddy and his wife planned their first for the off-season. "We tried to plan to have Harper during the off-season, but it never totally works." Also, like Bobby, Teddy has patched together deals throughout the winter. He has raced arenacross, European races, and picked up support deals in supercross, all while preparing for his Canadian adventures. The winter of 2012 was no different. "I had a deal to race in Germany for Castrol Kawasaki this year. As luck would have it, it sort of ended up happening on a race weekend. Chelsea went into premature labour so I took a week off from the German Supercross series so that I would not miss the arrival of my first child. Harper ended up coming the next week, but it was all good. I am so glad I was able to be here for Chelsea and to see Harper born. I was there for the whole thing and it was an amazing thing to experience."

For Teddy, the time needed to be a parent was his wake up call for 2013. "I have to admit, it is crazy how much time Harper needs from me, from all of us. You forget, or perhaps you learn, how much babies need their parents. Usually I'd go screw around with the house, fix bikes, work in the garage - let's just say that is over. It has really been a big change. I am glad it has happened, I am also glad it is happening now. I had no clue. My training is beginning to ramp up, and I have to be prepared to go racing. For me it has been a big

thing to understand that now so I can make plans with grandparents and Chelsea. It won't be long until we are lining up in Nanaimo, and I am happy I can get ready for the race season. It is a pretty big eye opener how busy we are."

Not quite as new to the entire fatherhood, but still new, are Canadians Dusty Klatt and Tyler Medaglia. Both men had new babies at the track in 2012; Dusty also with an energetic 8 year-old named Janae.

Dusty welcomed his new son, Aaro, to his family with his then-fiancée Hanna and daughter Janae in April of 2012. The multi-time Canadian Motocross Champion officially became a family of four last Fall when the family was fully united in marriage at a small ceremony in Campbell River, BC.

"It is funny. You always think you are maxed and busy. Janae kept us busy and is such a great kid. Then we added Aaro and it just got busier and of course better." Dusty's kids have an age gap of 7 years between the two, which he says he prefers and admits has helped with an active little boy. "She is awesome with Aaro, and that little guy loves her. He follows her whenever he can keep up. He is a little athlete. Whatever he ends up doing will be active because the kid loves to move, and he has a big sister to chase. The age spread has really allowed us to enjoy each of the kids, to spend one on one time with each. This last year, with everything, I now see from the kids and my wife that there is a lot of life out there. Make the most of opportunities and work hard, but whatever the outcome, good or bad, it isn't everything your life will be. The past few years have been really good."

Dusty Klatt and son Aaro. Dusty is proud dad of two kids, Aaro and 8 year old daughter Janae.

MOTOCROSS DADS

It will be hard for young Talon (middle sitting with Tyler) to not have racing in his future. Mom and Dad are national champions and his two uncles can ride bikes pretty well themselves.



The sport they love is a job now which is how they will look after their young families

Tyler Medaglia and partner Heidi Cooke's little boy Talon crashed the party early, ironically on a race day. "It was a big surprise when Talon came. He came really early in the pregnancy," said Tyler. "We were at Zeller's the night before Walton when Heidi's water broke. It was also when I needed 5 points to win the 2011 MX2 Championship."

Heidi, a renowned women's class racer, understood the racing life and the pressure of the championship better than anyone at that time. Heidi has been a dominant force in Canadian Women's Motocross, holding records for most consecutive titles at the Walton Trans Can and winning the 2012 CMRC East Women's Motocross Championship.

"She insisted I go and race Walton. She is a really strong person. Like I was when everything was happening, I am sure she was a little scared too. It was so emotional, going through so many different emotions. I had the championship to close up and the pressure to win, Heidi was in labour, and a new child was coming. I remember my Dad coming up to me at the race; he looked stressed out, but he told me I had a son."

It was one of many moments for the entire Medaglia family at Walton. The family had been racing the event since they were on minis, winning and com-

peting for championships. On the cusp of the largest day in Tyler's pro career were the additional emotions. "Walton has delivered such amazing moments for me, winning races and titles as a kid, winning my first ever Pro qualifier, and my Dad and I going up for a helicopter ride together. I remember being that young kid and how great that all felt. Then sharing this; it was one of the most amazing emotions to share, and probably the best day of my life."

As it is for every new parent, the realities of a new life and a new person depending on you for everything has been something all the men have thought about.

"I thought right away, about how I have to work to make sure my family is good," said Teddy. "I think for me, having Harper is going to help me. It helped me last year knowing she was coming, knowing that I have to get up and bust my ass to be ready to race. This is a performance deal we are in. I need to be ready and my family is my motivation. This is how I make money, so I know when I go away to race, it needs to count." It is a new pressure the two-time Canadian Champion has never felt, one he has never lined up to race with.

"Already, I do find I want to get home after a weekend to see how she is and

help, but this is my job and doing it is how we live," said Bobby. "It's not going to make me soft. I am not going to change the way I approach racing because I can't. I need to get results to be able to pay the bills, and if I needed reminding of that, this new baby has pushed me to work."

It's a realization that is consistent with all the men. The sport they love is a job now which is how they will look after their young families.

Dusty is a very laid back guy and often is perceived sometimes as uninterested. "I try not to think about the what-ifs of racing, but racing is work, it is how I make my living. When Aaro was new, Hanna was awesome and looked after him a lot. I have to train and prepare to race. Really though, I am not going to do things differently because I have kids. I have always worked hard, trained to be my best. Because I have kids hasn't changed that. I think no matter what job you have, you want to do your best for them and give them the best. I think that "pressure", if you will, is felt by all parents everywhere, not just motocrossers. For me, my family is good motivation."

"Like I said, I feel this is positive motivation for me," started Maier. "I do think it makes you double think things a bit. I mean, for anyone with kids, and



Harper Lynn Maier relaxes in her Dad Teddy's 2012 MX2 CMRC Monster Energy Motocross National Championship Cup

with a wife, you have to think of more than yourself, how your decision will affect them. For myself, I have never put myself in really dangerous positions riding, but I can see how a rider who may take a lot of chances or lets it hang out more might change their approach."

While they are all focused on today, the job that is in front of them, there is the thought of what they will do with their kids in the future.

"You know what I look forward to someday," Bobby begins earnestly, "is the idea of taking her fishing. Just her and I, you know. I can imagine that, her Barbie pole or something. I love fishing, and it's something I think I am going to really look forward to. I love bikes and motocross, but taking my daughter fishing is something I really look forward to."

"What do I look forward to?" laughs Dusty. "You know this boy is just so strong. Right out of the gate he was strong. I think sharing things I love like BMX will be cool, but honestly, I just look forward to doing something with him that he loves. Sharing something he loves would be cool, more than whatever I am in to."

"Communicating" said Tyler. "I look forward to talking with him. He has a lot of personality, and I just really look forward to talking and communicating

with him. I look forward to teaching him things. I don't know about bikes, but I feel like it is going to be impossible to not have them in his life. My family and Heidi's family, we all race. Maybe I'll get him training wheels on a PW. That seems a ways off but I can't wait to just talk. As far as racing, if that is something he wants to do, sure. Anything he ever wants to do in life and if he gives it 100 percent, that I will support. Motocross has been good to my family growing up. We did a lot together and still do. I have no regrets, and I would be okay if he chooses to race."

"I keep getting asked about bikes and I keep saying I want to keep my daughter away from bikes!" said Teddy. "You know though, the idea of maybe taking her out on a trail on a 50cc and teaching her about something I really enjoy is cool to think about. Not about racing, or the crazy stuff, but just riding. I look forward to seeing her grow up and become whatever she wants to be."

"I am looking forward to going to the races too," said Bobby "We are going to the races soon. We have family in Florida, so we are all headed to Daytona. It's a great first race to go to. I don't know how it will be. I think I am... most guys are lucky, and our wives understand that on race day we have

to focus, we are working. I don't think it will be different for me, but who knows. We will find out."

"This summer, I hope to take the family up to Western Canada. Not to the races though. At the races I like to focus. That might be the time it would get in my head if they were sitting there. I need to focus to race, be the quiet guy," laughs Teddy. Maier's off-track persona is often different from the one people meet at the track. His inward approach to racing has made him hard to read, but away from the track Maier says he has loved his time in Canada and the easy going lifestyle is one he would like to look at after racing.

"Before the season gets going, when we are testing, I would love to take my family up there. I love it there. I really could see us moving there someday. To me, Western Canada is one of the most beautiful parts of the world. You could be having a bad day, but when you step outside it all changes for you. When racing is done, I would really consider living out west, like Kamloops. I love it. I think taking them with me there will be cool."

"For me, I have already been through a year with Talon. In a way it has been good to have him there. If I had a bad race, I used to be pretty unhappy and really miserable to be around. Now I refocus faster. I see Talon and that seems to give perspective. It clears my mind. When I am racing on the track though, it's all about

what I am doing. I am pretty focused when I am racing so distractions don't creep into my program. I like having them around me. I grew up going to the races and racing with my family, as has Heidi, so I think it is natural."

"I am like Tyler. I have had some time to experience it with them at the races. Aaro was really tiny and just slept, but I have taken the kids to the races before. I look at them and really, like I said, they put me in a good space. I know, we all know, that motocross nationals are work, the way I am making my living. It is important to be focused and prepared, but like I said before there is more out there. My family is a big part of my life, just like motocross is and I am going to give it everything I have."

Four men, who in months will line up in one of the world's most demanding and challenging sports, are at their very essence of being - now dads. They're still competitors and working men, but now family men too. Their goals are not much different than any dad packing his lunch box to go to work. They want their kids to have dreams and Mini Wheats in the morning. Kids may have grounded them, but they were already grounded and focused on success. They have new families that may be the motivation to that success. While each will compete to become the 2013 CMRC Monster Energy Motocross National Champion, healthy kids and family is its own championship. 



The Kiniry Family: Bobby, Brittany and new baby girl Everly Michelle Kiniry



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YOUNG AND ON THE RISE

MATTHEW DAVENPORT

BY RYAN GAULD ~ PHOTOS BY RYAN GAULD



This story is dedicated to the very best of the best young talent Canada has to offer. Previous riders that have been recognized are Shawn Maffei, Dylan Kaelin, Richard Grey, and more. This time it's for the man that is young and seems to be on the rise in Canadian moto: Matthew Davenport. Born December 9th, 1995 in Fort St. John, BC, this very respectful, well speaking kid first threw his leg over a rusty old quad his Dad had in the shop about nine years ago. His father was a racer himself, but as Matt put it, "He got hurt a lot and couldn't handle the pace". Once Matt was born and as he got older, he saw all the racing trophies and history his father had in the sport so Matt wanted to give it a shot. "Ross used to kick his ass," Matt said of his Dad's career. Well, Ross Pederson kicked everyone's ass. The Davenports are a racing family. His Dad is a racer from the past, his Mom a huge supporter, and younger sister Alisa races as well. They are truly a Canadian racing

family. The passion the Davenports share for the sport is very cool to see. Matthew has great support to see if he can make a career out of motocross.

They don't come from money but the love for racing is what keeps the family going to the track. Matt has been really working hard the last couple years. He was first caught on the radar when he won a Junior title at Walton two years ago. He then had a very impressive summer as an Intermediate, racing the entire Monster Energy MX National tour and finishing with #62 on his bike. "When I was growing up I didn't really know too much about the sport. Living so far north, opportunities were hard to come by. We had one track so my Dad and I would moto there four days a week when I was a kid," states Matt. He is your typical kid. He played all types of sports and even got offered to go to Europe for Team Canada to play hockey as a 12 year old. Matt said, "Ya, that was pretty cool, but right then I had to decide whether or not

I wanted hockey or Motocross. Motocross won that coin flip because I enjoyed racing more. I didn't like the environment or the coaches in hockey."

Matt has already graduated school at 17 years old. He worked his butt off so he could focus on his racing career. He banged off grade 11 and grade 12 in one semester a piece. "I took stupid courses too like Chemistry, Biology, English and Calculus to get school done. I was good in school. It seemed to come easy to me. I treat this sport with a realistic goal, that it's tough to make it my job. But I want to give myself every chance to make it work," shared Matt. The more I get to know Matt he seems like a really mature 17 year old. Matt said, "I may sound like I'm grown up. I can say that living with Perform X in California the last two years has taught me a lot, plus getting school done makes ya sound like an adult, I guess. But I'm still a kid at heart and still love to have fun, laugh and not be serious when with friends." He seems super fun and treats life just like it should be. He

YOUNG AND ON THE RISE

MATTHEW DAVENPORT

takes advantage of what's in front of him. He started at the bottom of this sport just like us all but worked hard up in the Fort St. John and Grand Prairie area. He raced in the Peace Motocross Association at the beginning then started hitting the CMRC Alberta races as an 80 racer. His career started off tough on the big bikes as he got injured a lot. "I broke my elbow twice, collarbone and patella. It wasn't good," states Davenport. The next year he really started to put his name on the map. In 2011 he won BCMA titles, plus Raymond and Walton as a Junior. That is when he met Todd Shumlick from Perform X and made his first trip to California the winter of 2012. This past summer he raced as an Intermediate and had a solid year. In 2013, Matt will make the jump to Pro full time, plus make the switch to the MX1 class. He will also be part of a new team and new bike; Red Line Yamaha will be supporting Matt for his Pro debut. Matt is pumped on the whole deal and says this about the upcoming season, "I am making a big jump up to the big bike for this year. I sat down and weighed out the pros and cons of racing MX1 or MX2, and we decided to make the jump to MX1. I know it will be tough but no way will I let anybody push me around. I know I won't be up in the top 5 but I think I can be a top 10 or top 14 guy. I'm going to give it my all, that's for sure." Matt seems like a really well rounded kid and knows what he wants in life. You can't say that about too many kids his age. With the support staff and help from MXF Racing (Gareth Buchanan), Redline Powercraft, Yamaha Motor Canada, Dissentlabs, PerformX (Todd Schumlick), Dunlop, AXO America, Lyons Production Services, TMK, Hoods Crane Rentals, Dialed In Suspension, Walt's Automotive, Great Canadian Oil Change (Brian Lumley), Ernie's Sports Experts, T&T Communications, Propile, Eco Depot, D&T Disposals and Platinum Grover, he's a rider that is Young and on the Rise. 



“ I can say that living with Perform X in California the last two years has taught me a lot, plus getting school done makes ya sound like an adult, I guess.”

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Morgan brought Alan King in to ride the Montreal Supercross in '87. His investment in King paid off with a main event victory.

Way back in 1986, the sport of Supercross was still in its infancy. This was especially the case in Canada. Unlike today, we Great White Northerners were not able to watch the US series live on television every Saturday night. In fact the only coverage we Canadian MX fans got of the AMA Series was through Cycle News or Motocross Action Magazine. While this may have been unfortunate in one sense, it also meant that we could have our own successful Supercross series here in Canada because the Canadian fans didn't really know what they were missing since they had nothing to compare it to. So that's just what we did. The younger readers out there, if there are any, probably wouldn't believe this, but throughout the mid to late eighties we had our very own, nationwide Canadian Supercross Series. Our top Pros like Ross Pederson, Doug Hoover and Al Dyck would do battle against the rest of the Canadian contingent and a few hired guns from south of the border. It was actually a great show. Our hero Rollerball usually won but not always. The attendance was for the most part decent, and venues such as the old Exhibition Stadium in Toronto and the Olympic Stadium in Montreal drew huge crowds.

It was while attending the 1986 race in Toronto that I first noticed Team Tide. "What a brilliant idea" was my initial thought. "Could there possibly be a better sponsor for a motocross racing team than Tide laundry detergent?" The guys on the team looked super-cool as well with their matching bikes, gear and painted helmets. I didn't know who they were at first glance but soon found out the riders were the High Flying Frenchman Arnaud Bernard and a journeyman American Pro out of Ohio named Tom Carson. Neither was a real threat to win but they certainly caught everyone's attention. I would see the Team Tide guys at the big races for the next couple of years. Bernard was of course a big fan favourite in Montreal, and Carson was a very solid rider. He was a top five guy as a matter of fact who actually rode both the motocross and ATV classes. In 1987 the team added another American Pro, Michigan's Alan King, who actually won the Montreal race that year. After a few excellent years however Team Tide and the Canadian Supercross Series, as all things eventually do, went away. It wasn't until several years later that I found out the man behind Team Tide was none other than Chris Morgan. Most fans of Canadian motocross have of course heard of Morgan Racing. Morgan Racing, in its many different incarnations, was a fixture on the CMRC National scene from its inception right up until the 2006 season. Team Tide was Chris Morgan's initial foray into the world of team ownership and management.

Hailing from Hamilton, Ontario, Morgan got involved in motocross in a big way as a kid. Racing the highly competitive Southwestern Ontario circuit, he would line up against top riders such as Jeff Sutherland, Randy Ford and Robbie Hodgeson on a weekly basis. He actually won the 500cc Junior National Championship in 1981. At the age of twenty-two Morgan made his move to the Pro class. That was in 1983 but his dreams of becoming a top Pro racer soon took a big hit in the form of a serious knee injury which he incurred that same season at the Toronto Supercross. After some major reconstructive surgery on the knee Chris came to the unfortunate conclusion that his racing career looked like it was probably over. Rehabbing the knee wasn't going well and the brace technology back in 1983 just wasn't anything like it is today. Needless to say, Chris was disappointed in this turn of events but he knew that he wanted to stay involved with the sport in some fashion, especially since the overall job market in his chosen field was a little bleak at the time. So, armed with a business degree from McMaster University, he decided to start up MRC Seat Covers, an aftermarket seat cover business for motocross bikes. The seat cover business was something new and innovative, and actually caught on quite well. It was also at around this same time that Chris started to entertain the idea of forming his own race team. Jeff Surwall, an American Pro who raced in Canada for many years, had obtained an outside sponsorship for himself from Labatt's

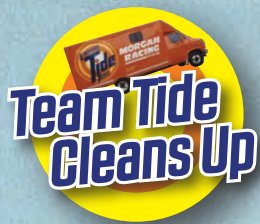




Team Tide Cleans Up

By Mike McGill

Photo by Bill Petro and MXP Archives





Left: Ohio native Tom Carson was Chris Morgan's first sponsored rider, pictured here looking sharp in his Team Tide outfit. This photo was from the 1986 Toronto Supercross.

Above: The fans in Quebec had an ongoing love affair with Mike Jones over the years. After his racing career was over he would come back to the Big O every year for the freestyle demo. Note the Morgan Racing Lion on the front fender.

Right: Chris Morgan in his happy place - taking care of business, with his team, at the races. Word is that we could see Chris back at the races soon. Let's hope so.



Breweries; a fact that wasn't lost on Chris. "I didn't know what he [Surwall] was getting," recalls Morgan, "but I thought it was very interesting that he was able to secure a deal like that". Privateer Team Tamm Racing was doing similar things with outside sponsors south of the border as well, and Chris, always a go-getter, was definitely getting the feeling that he could accomplish something along the same lines. It was around this time that a completely chance meeting with a marketing guy from Proctor and Gamble took place. This meeting eventually led to a sit down with the Brand Manager for one of Proctor and Gamble's newest products. That product was Unscented Tide. Morgan was given the opportunity to pitch his idea for a race team to the executive, and it just so happened that Tide was looking to spend some serious advertising dollars to launch their new soap. The timing could not have been any more perfect. To make a long story short, Team Tide was born.

Of course big companies like Proctor and Gamble are not in the habit of just giving their money away. They want something in return for their investment and a successful "return on investment" has become the key to Chris Morgan's success over the years. "It's a basic strategy," states Morgan. They are looking for an income generator when they get involved with a project, not a loss generator. The formula is simple: For every dollar they spend they want three in return." Of course knowing what you need to accomplish and actually doing it are two very different things. Morgan's strategy has become a tried and true success story for him over the years. Not just with his motocross team but with his many other ventures as well, which range from forays into NASCAR and F1 to The Canadian Skins Game. "Simply put. Display moves volume," says Morgan. And display is what he is all about. For example, Morgan would set up a display for Tide in a local shopping mall featuring a race bike and the product with the inducement that if a consumer buys a box of Tide they would receive a free race team poster. Simple, right? So simple that it works every time claims Morgan, and he has utilized the same strategy to market everything from the aforementioned Tide to Kit Kat bars, Crisco vegetable oil, Jolly Rancher candy, Karcher Pressure Washers and Old Spice deodorant. In fact the campaign for Old Spice was so successful in 1995 that Morgan claims to have given away over a million posters of the Race Team, and that the October to November sales period for the product set a record. That's the type of thing that makes a sponsor extremely happy.

Speaking of happy, that's exactly what the marketing executives at Proctor and Gamble were with the success of Team Tide in 1986, so much so that they happily stepped up the program for 1987. A full line of race team merchandise such as team hats and jackets were put into the hands of the sales and marketing guys. They also agreed, in 1987, to match any prize money that any of the Team Tide riders earned. For a guy like Tom Carson, who was booking some top five finishes in the Supercross class and winning the ATV class, this soon added up to some substantial cash. Morgan estimates that between his purse money, Tide money and Honda contingency, he walked out of the "Big O" in Montreal in 1987 with somewhere in the neighbourhood of between



\$50,000 to \$60,000 in his pocket. Not too bad at all for a couple of weeks work. "He was stoked," recalls Morgan. He went right home and bought a brand new Mazda RX7." Carson wasn't the only guy racking up impressive finishes for Morgan's team. Chris brought Guy Cooper up to the Calgary Supercross in '86 and "Airtime" took the checkers that night in the middle of a raging spring snowstorm. The power went out during the main event and the Team was actually storm-stayed in Alberta, barely making it to the next race in Vancouver the following weekend. The winning ways continued in '87 when Alan King won Montreal and Carson, after tangling with the "Rollerball" on the first lap, came all the way back through the pack to score a 4th at the finish. He managed to do all of this after sustaining a cut on his forearm during the crash that would eventually require seventy stitches to close. "Of course he didn't leave to go to the hospital until he made sure that he stopped and signed some autographs for the kids," recalls Morgan. He admits to having a soft spot for Carson. "Not only was he the first rider I ever hired, he was probably also my favourite. He was a true professional in every sense of the word". Coincidentally Carson is still involved in the sport to this day acting as the on-site representative for the Asterisk Mobile Medical Crew at all of the AMA Supercross and Pro National races.

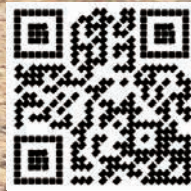
The list of former Morgan Racing Team members actually reads like a who's who of motocross. Apart from the riders that have already been mentioned, in no particular order, Keith Turpin, Mike Jones, Ray Sommo, Rich Taylor, Dean Matson, Mike Treadwell, Derrick Fisher, Pedro Gonzalez, Nick Wey, Larry Ward, Brian Swink, Guy Cooper, Jean Sebastien Roy, Marco Dubé, Chad Fleck and Doug DeHaan are just a few of the names that have thrown a leg over a Morgan Racing Team bike over the years. While a few Canadians have donned the Morgan Racing colours, the roster has for the most part been filled out by American riders - hired guns so to speak. It's a fact that has rubbed some Canadian fans and industry insiders the wrong way in the past. Morgan admits that, "Yes, he has been criticized for hiring so many

American riders over the years." He also goes on to add that "Back in '86, I tried to hire Ross [Pederson], and I tried to get [Doug] Hoover, but they were asking for too much money...way too much money. I just couldn't afford it." His reasoning for hiring so many Americans was quite simple really. "They knew how to talk, they knew how to get on the box, and they didn't cost too much." Sounds like another formula for success.

One Canadian who did ride for Morgan Racing for several years in the early nine-ties was Thorndale, Ontario native Doug DeHaan. Doug was just a second year Pro back in 1992 when he signed on with Morgan Racing. His fellow teammates at the time were Rich Taylor, Ray Sommo and Mike Jones, all American Pros with plenty of experience that were winding down their careers. "It was perfect timing for me," recalls Doug. "My rookie year I was a full privateer and spent basically every penny I had including my college fund. Chris pretty much saved my career." What was it like as a seventeen year old kid teaming up with the likes of notorious crazy-men Taylor, Sommo and Jones? "It was pretty wild," remembers Dougie D. Non-stop actually. Jones was the ringleader but they were all great guys. They always had my back." Doug went on to say that each of them would continue to help him out throughout the duration of his career in different ways. And what was it like riding for Chris Morgan? Doug remembers Chris as a very interesting and intense individual. "I always got along great with Chris," recounts Doug, "But you wouldn't want to mess with him. He would fight for his guys right to the bitter end. He was a great guy to have in your corner and if he believed he was right about something, he wouldn't take no for an answer" Doug had some great seasons riding for Morgan Racing that included some excellent results in the 1997 125 East Region AMA Supercross where he booked 5 top ten finishes in the series. Doug also admired the tireless work and effort Chris put into the team, constantly gathering support and new sponsors. "You never knew from one week to the next what was going to be on the jersey," laughs Doug. One thing that was always on the jersey however was the Morgan Racing Lion. "It's Welsh",



Top Left: Marco Dubé was another Canadian rider who had great success riding for Chris Morgan. **Bottom Left:** Doug DeHaan was a stalwart for the Morgan Racing Team over the years, and Doug credits Chris Morgan with saving his racing career back in 1992. This photo was taken during the '96 season.



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explains Morgan proudly. "It's my family crest and it always needs to look good." This would explain why that on more than one occasion Chris would get the team checked into their hotel and then proceed to spend the entire night at the local laundry mat cleaning up all the gear, getting it ready for the following day. "Yeah I would go forty-eight hours without sleep on some weekends," says Morgan. "The guys would think I was crazy but I just loved it." There is no question that Chris would go the extra mile for the guys on his team and sometimes this led to some run-ins with the powers that be over the years. "I was always a supporter of the CMRC and President Mark Stallybrass," states Morgan, "but I wouldn't hesitate to get into it with him if I didn't agree with some rule or another." One such incident that immediately came to mind was an old rule that existed when the MX2 series was split into an East and West Championship. The rule stated that riders had to reside east or west of the Mississippi River in order to participate in their respective series. Chris tried to enter Pedro Gonzales in the East Series because as Chris said, "he was born on the east coast of Mexico." The CMRC however didn't see it that way as Pedro lived in California at the time. A big fight ensued but cooler heads would prevail and things were eventually worked out. Chris wasn't above playing some mind games with his competition either. Case in point being when, in the same 2000 outdoor CMRC season, he decided to protest competitor Simon Homan's Yamaha not because he thought it was illegal, but because he knew it would "get into his head."

From the days of Team Tide right up until Morgan Racing's final season in 2007, the stories are many. The list of riders is impressive and so is the list of accomplishments, twenty-eight major championships over an eighteen year period to be exact. What was Morgan's biggest disappointment during his tenure as owner/manager of Morgan Racing? "That's an easy one," says Chris. "The 2001 Montreal Supercross. Pedro [Gonzales] was leading the main with one lap left when he came up a little short on a jump and crashed. He couldn't get the bike re-started. That was devastating." Team Morgan Racing came back to win the race with Nick Wey in 2004 however, so that took some of the sting out of Pedro's disappointment. What does the future hold for Chris Morgan and Morgan Racing? He was in the game for so long that I for one was a little surprised by his answer. "I'll be back," says Chris. "Maybe not next year but I will definitely be back. I still have the Race Trailer and the Race Shop here in Burlington. My strategy will still work so it's really not a matter of if I will be back...it's a matter of when!"

And that my friends, is good news for Canadian motocross. 

French Canadian Ace – Arnaud Bernard was a high flying fan favourite who endeared himself to the extremely partisan French supporters in Montreal. Bernard rode for Chris Morgan in '86 and '87 both in Supercross and Outdoors.



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California Dreaming

The Hot Spot of the World for Moto

BY RYAN GAULD ~ PHOTOS BY PAYTEN JACKSON AND RYAN GAULD



When you think of California, ninety percent of the world thinks Hollywood, Movie Stars, Beverly Hills, Rodeo Drive, scandals, and of course tall blonde women with big, beautiful smiles [right]. For a motocross racer, the state of California means so much more. It's the heart of the sport, the mecca of it all, and the spot where dreams are made and broken at the snap of a finger. I recently had my first chance ever to spend a week in the hot bed for racing dirt bikes. At first I was like anybody else: it's California, it's going to be all snobs and rich folk whining about their days while the rich kids spend their parents' dough with zero direction or goals in life. I couldn't be more wrong. In fact, everything portrayed on "Saved by

the Bell" "Beverley Hills 90210" or even "Melrose Place" seems to be rather false. I guess TV doesn't portray realism all the time. Who would of thought that? So when I got the opportunity to head down and see all this hoopla for myself, it was an easy decision. This place really is the land of dreams.

I arrived on January 31st at the Palm Springs Airport where I was picked up by my new roommates, Zach Deiana and Payten Jackson, two young kids from Kindersley, Saskatchewan. When you hear that town and picture these two down there, you may think of the most awkward redneck-Canadian-headed-to-California story. It couldn't be further from that. Both these two crazy dreamers have done the Cali trip for a few years

and know the ropes. They know the hotspots for dinner, they own the wild streets of pole position, and they regularly screw with the front gate and community people to show that life shouldn't be so serious all the time. Typical Canadians bringing the fun loving, laid back lifestyle that we all possess.

I was super excited about the week ahead. I was getting right into the mix with a young kid chasing the motocross dream while he prepped for the summer ahead in Canada. I also made arrangements to visit other Canadians down there like Dave Gowland, Manager of the Rockstar Energy Team. I arranged to

Pala is just one of the many tracks to practice on in California.



California Dreaming

Zach Deiana is prepping for the upcoming season in Cali. He's looking good.



“Everything has a price but it's all relative and reasonable. Finding places to ride is definitely not an issue.”

ride a Geico Honda bike because I was hooked up by a Canadian buddy by the name of Jeff Surwall (Jeff is actually American but lived and raced in Canada for many years for the Machine Racing team). I also planned to see the Canadian KTM Red Bull Royal Distributing Fox race team's photo shoot. Lastly, I also bumped into the entire PerformX crew while they were there training. Riders like Shawn Maffenbeier, Shawn Robinson, Matthew Davenport, Ceylon Meston, and Danny Mathe were all hosted by Todd Shumlick. All this was going on while I was following Zach around to see what a 17 year-old kid does with no real supervision but one that has a long list of goals to reach before he leaves the state. It was a whirlwind of a trip. I wish I could have spent more time down there for many things, but the hospitality that Zach and Payten extended to me was enough that made me never want to go home.

We had a lot of fun at the start of the week when we went out to Pala for the day to moto. It's one of the many hot spots in the Murrieta/Temecula area for all the racers to practice. In fact within two hours they have about seven tracks that are open 5-7 days a week. So when you're there, you don't have that sulky voice ever come out to say, "Aw man, do I have to ride there again today?!" So many options all within a small drive to ensure you get the most out of your time there. I know times have changed on the East Coast for training, but back in my day you only had a few choices and those choices may or may not have been open on the days you were looking to go. This is why places like MTF or GPF were created, so there is a structured system for the racer that wants to take advantage of a spot built for the soul purpose of training and nothing else. But it gets a little boring or redundant after a month or

so; the same routine with the same guys riding the same track.

In California, I just don't see you ever getting bored when you're young and looking for so much. It's the spot to start to get the feeling of what it takes to be the best. So many names have spawned from this area that it's hard to argue with what can be offered if you wish to take advantage of what's at your fingertips. Mind you the cost of living is no joke. Everything has a price but it's all relative and reasonable. Finding places to ride is definitely not an issue. It's like finding Tim Horton stores in Canada. Every corner has a motocross track. The other great advantage Zach had down there, and I think this will help over many other of his peers this summer, is working out at the Rock Well Gym. Trainer Johnny Louch has a very impressive resume and has helped some of the best racers that have ever thrown a leg over a bike. It was the suggestion of



Shawn Maffenbeier joins the two-stroke brigade in 2013.

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* Maximum initial battery voltage (measured without a workload) is 20 volts. Nominal voltage is 18.

dewalt.com

Jessica Patterson's that helped Zach get into this gym. It's not the type of place where on January 1st when the New Year resolutions come into play and you walk in and say "sign me up." Only the elite athlete that is trying to be the best at their sport gets into this gym. Names like Broc Tickle, Davi Millsaps, Martin Davalos, Nico Izzi, Malcolm Stewart, James Stewart, Justin Hill, Ryan Sheckler, Travis Pastarana, Grant Langston and so many other big names all go there. Extreme sports athletes are unique in the way they train and Johnny Louch has created an environment just for those athletes. It really is

a mind blowing facility. Once you're part of that family it really is a nice home to live in when you're focused on getting in the best shape possible. When I got the chance to watch what happens at this gym, it made me want to train. So you know it's legit because I can't stand the gym. I would rather be strapped in a chair with my eye lids taped open and be made to watch anything on TLC. Haha Regardless of how I feel about the gym, this spot is amazing because of how it caters to our sport, which is pretty unique.

For the majority of the week I followed Zach to different tracks and the Rock

Top Left: Looking Flying Machine Factory at the Rockstar shop.

Top Right: Roommates Marley and Payten sharing a moment.

Bottom: I can't believe how many bikes the Rockstar crew works on. These are just the ones at the shop. There are still all the race bikes in the team truck.

Well Gym. I tried to set up a chance to ride a few cool bikes while there, so I gave a few buddies a shout. First up was Jeff Surwall. Jeff was a former racer himself, born in Chicago, but migrated north to the Aurora, Ontario area where he spent many years at the top of the sport riding Hondas for Machine Racing. He was actually one of my first ever heroes. The guy was a god in the sand and just one of those dudes that was always so cool. The resume Jeff has in this industry is pretty thick with amazing deals. He used to be Jeremy McGrath's agent/ man friend in the days of 1-800-COLLECT, Spy, and was around at the beginning of No Fear. Jeff played a major role in the career of Jeremy, and also brought all of those companies to the top of the sport. He, to this day, is still heavily involved in moto in California as an Executive Producer of the "Great Outdoors" DVD series, plus is the frontman for Alias Gear. This is where the connection came in handy to try a Geico bike. The plan didn't work out because the team was too busy, but it was pretty cool getting the call from Mike Larocco to say why I couldn't ride one of their bikes. At first I didn't believe it was him but after a minute or so I knew it was. I thought that was cool for the manager himself to let me know why they couldn't make it happen. You're a good due Rock.

Our next friend on the call list was Dave Gowland. He was happy to oblige but not the way I was hoping. I also wanted to ride one of their bikes but to no avail, again. I was able to visit the office and chat with one of the good guys in the sport about his year has gone so far, how he got to where he is, opinions on Canadians chasing the US dream and much more. Here is how that all went down:

Gauldy - First off Dave, thanks a ton for allowing me to visit the race shop. I'm not here for old "Rollerball" stories, but I really want to know your thoughts on how this year has been from your view. Are you stressing on leading the title hunt of the biggest series in the world?

Dave - Well, I'm two and half years into this job and it's like anything else, really. Actually, this is truly how it all happened. After the first year of getting the team all set up and ready to attack this coming year, Rockstar approached us and wanted to get a 450 guy on board. This all started at Hangtown last year. Martin Davalos was under our tent all summer and he was close friends with Davi Millsaps. So team owner Bobby Hewitt and I liked what we were seeing. "Millsaps could be the guy that pushes Davalos" is what we were thinking. Martin needs that extra shove to be where he should be and we felt that Davi might be that guy to do it. So we figured when Rockstar came to us, then Davi hanging around our rig, that this plan could really become something. The excitement started to flow. All the supporters were on board, we filled our other slots on the team then started to get a plan for Davi. Then Martin left to PC. [Laughs] So we were all like, damn, there goes that plan. But we still moved forward with Davi and actually had some 450s built from amateur racing that he could get a start on. Davi, for the last few years, had been overshadowed by other





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sold individually and in pairs





The Rock Well Gym is uber impressive.



Dave was hard at work checking out mxpmag.com when I entered his office. Wonder if he knew I was there. Haha



Trainer Johnny Louch

riders he was teamed with. We felt that since his days started with a Suzuki then this would all be a good fit and he would adapt with all the resources we could offer him. So we just kept working and working and getting ready for A1. We never once focused on other teams or riders. We stayed on course with our plan. Then A1 starts and he comes out swinging in practice and we were like, WOW, we are right there. The day was just amazing. The vibe in the truck with Ezra Lusk and the rest of the team was just surreal, really. Then the heat race goes by and Davi wins it, even coming from behind. Well now we're on cloud nine and figured we were good for the box. Then we see a Davi Millsaps that hasn't been around for a few years. We see the real Davi and he shows the entire world what we believed in. The race was amazing and seeing him lose the lead then bounce back was the best part of the night. We were like, "Now we are in the hunt, we can do it." After that it got pretty chaotic with phone calls and interviews. Now we are after Daytona and we just lost the red plate, but it's been one hell of a ride so far and we're in the hunt right now. We're excited to be where we're at and we're not making any changes till the end. It's all working and the team is making big steps forward this year and that's exciting for me.

Gauldy – How does it make you feel coming from where you were to where you are now?

Dave – I think that one of the things, which may be strange to people, is I have been in many different positions

in my career. I have also had some great mentors throughout all my experiences and I don't want to let them down. Although we may be a competitor these days, I don't want to let those guys down. I want to work harder, longer; I don't want them to think that I've lost my way. I want to be humble. Just because I am where I am I don't want to forget how or who helped get me to where I am. There are some people that have helped me in many different areas. I want them to say "hey, I taught that guy that." I will never forget Canada; I will never forget the people prior to that or the people that are involved in this with me now. Although it takes me away from my family a lot, which makes it tough to be what I want to be, I want to do this for me and show that all the work as well as what I've learned from my mentors has not gone to waste.

We went on and talked about other things like his day to day schedule and why he came back to racing after a cushy desk job with Thor, but I really wanted his input on Canadians attacking the US as amateurs and what he thought of Canadian Cole Thompson being a part of his team. Here's what Dave had to say:

"I almost had him on the team this year. It was close for us. I was at a point where Nico Izzi was out for the East Coast and I also talked to Jammi from Thor (who is a big supporter of Cole). But one of the things that transpired is we were doing well and Rockstar and Bobby said let's just stick with what we have for now. Going into next season we are trying to work with



The PerformX crew run by Todd Shumlick out training for the day.

Suzuki and come up with a plan. There is a possibility there is a spot for him. He obviously has talent and has shown that this year. The support his family and his sponsors have given him got him to a great position. I think he just needs that extra bump to get to the top and I feel we could give that to him if the spot arises. He's on my radar for sure."

What a great guy Dave Gowland is. We continued to chat about other things and one that really stayed with me is his suggestion about Canadians trying to make it in the US. He explained that if you want to make it in the US you need to get into the feeder system right from the get go. "Do what Dean Wilson did. It's tough, for sure, but if you want to be part of what you see in the US you need to get right in it early and be a part of what goes on down here. It's very hard to get noticed once you turn pro and try to slide in. Unless you can win right away, most people down here have no clue who you are," Dave shared.

As you can see this trip was full of learning experiences. The life of Cali is no joke at any level, no matter if you're a 17 year-old chasing the dream or Dave Gowland who is living the dream. The one thing that I see on this side of the world is opportunity. You have to seize the moments in front of you and attack them like Tony Montana in the movie "Scarface". The world is yours if you take advantage of what you have to use. Cali offers it all but you can't waste it or you'll just become another statistic. **MXR**

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AX TOUR

A WINTER SECRET REVEALED

BY BRETT LEE ~ PHOTOS BY AX TOUR

In 1998, an unknown Canadian kid showed up at the Walton TransCan. Most racers thought he was American because Michigan was the only place anyone had seen him...winning. This kid, from a racing family, was as Canadian as they come. Justin Thompson was from Brigden, Ontario, a short jump from the border and Michigan tracks like Freelin and Baja. Walton would be the first introduction to the Thompson family, a group of extremely fast and technically talented brothers led by Justin, the oldest. While the youngest

of the Thompson clan, Cole has perhaps enjoyed the most recent notoriety. Justin, on the other hand, is enjoying new success of his own.

The Arenacross Tour has become one of southern United States' best kept secrets. The 11 race indoor series set in 4,000 to 5,000 seat venues, with luxury boxes across Mississippi, Louisiana and Tennessee, has grown to be one of the winter's most popular tours.

For Justin, he started out as a racer. "For me I loved indoors and the technical aspect of racing. I raced in Canada and

had some success, but I just struggled. I was never nervous of big triples but long whooped out down hills made me nervous," laughs Justin. Small success understates Thompson's skill. He was the first ever Bronze Boot winner at Walton, finished 3rd at the Toronto Supercross, finished in the top 10 in several FIM World Supercross rounds and ran second for an entire moto at the Gopher Dunes National until his Honda let go with only laps to go.

"Doing outdoor stuff in Canada wasn't for me, so I started looking for opportunities to race in the winter. I



since his early teens at his home track. That led to track work at County Line in Florida, a popular winter destination for racers and especially Canadians, when the family practiced there. The experience on different tracks and different soil was the perfect seat training needed to jump into the Arenacross Tour and work. "It was really crazy. I mean in motocross, a lot of work is word of mouth, campfire talk. I have always enjoyed working on the dozer, doing tracks and building new obstacles. It is something I like doing for myself as a rider. It all started out very small and simple. Today, we are doing a lot of track builds per year and we have a crew working."

From the small entries and limited sponsorship, McCreary, with Thompson's help working on the tracks, gave the series a good reputation and the entries grew in size. McCreary though had an exit strategy, unknown to Thompson, and sold the series to a new owner. "I didn't know that was Robbie's plan, but truth is it was his business. It was a hard change. With new people comes new ideas; some good, some bad." The new ownership struggled with the demands of promoting and balancing other businesses. Soon it was back in the

unwanted hands of McCreary. "Robbie wanted to get rid of the series, this time I knew that. When it defaulted back to him, I approached him. It was the right time, right opportunity and so we bought the series from Robbie and took on the AX Tour."

It was into the deep end for Thompson as a promoter. The family had done motocross schools and promoted the successful Mini Thunder Series around their farm and the Sarnia area for years. Mini Thunder, a grassroots mini bikes series for new fans of the sport, had started off as a fun night with friends then became a strong race series for new racers. Arenacross Tour was a different beast. "We weren't totally green to motocross promotions, but never had it all fallen on our shoulders. I had contracts to do things at different races in the past, so of course we had experience but never was it all on us." The back end of promoting is the unglamorous, often nerve-racking side of the business. Where, especially in Arenacross, the building is paid, the advertising bought and the hand wringing stress waiting to see if there will be a payoff to the gamble. "You know there were times I thought I cut my racing short to get into this business.

Right:
Thompson family
Photo.
Justin with
his wife
Tia, and
girls Bella
and Ava



"I WANT TO SEE OUR FLESH AND BLOOD, CANADIANS, DOWN HERE RACING. I KNOW THIS IS A GOOD STEP TO GET THEIR FEET WET RACING IN THE STATES"



I was racing at a high level and winning when I started to move into the business. At first I thought I might miss that feeling, but this work has brought me much of the same excitement. In promoting you have to work, you have to put it on the line and do your best. It's not always a big win but if you do it right you are successful more often than not."

The AX Tour grew under Thompson's leadership. From a small regional series, the series grew to have all the aspects of supercross with pyrotechnics, scripted intros with projection screens and all the hype of big events. "You know, I am in love with the show aspect of supercross, and I really wanted that to be part of our show. I'm not sure if at first on paper it made sense to make those investments, but in hindsight it has. We are selling out venues, we have big amateur turn outs, we may have 6 rounds televised in Texas, and some major sponsors are considering a partnership. It is important at the top level that the racing is good, but also to have a great show."

The transition from star of the series to finding the new star started in the family. For the past couple of seasons Cole Thompson has become a name renowned not only in Canada but throughout North America. Cole has won several prestigious national championships in both Canada and the United States, several AMA National top 10s and a Montreal Supercross win. "I am so happy to have him down

here. The races Cole cannot be here are missing him. I am really happy to have him here. I know how hard he is working. He is a good kid, not just cause he is my brother, he is a great kid. He brings a lot to the series and he is the new star of this series. I want to see him do well, but honestly I would love to see any Canadian come here and be part of this."

Thompson has been an advocate of Canadians travelling south to become better racers. In fact in 2012, he offered any Canadian Pro wanting to race, support with contacts and entry fees. "I got into this because I wanted a way to make money and race in the winter. This winter I extended the invitation to riders and for next year the same thing. If you look at our Pro purse it is pretty good. No one took me up. Maybe it is the economy or something. You know what it is? Canadians are intimidated. They look at Americans and see how much bigger it is, how much faster it is at all levels. I don't think we are scared but for Pros I think it hurts when you get beat. You can get beat by a three digit rider you have never heard of even if you are a champion in Canada. Guys have to understand that you can go to any track in the United States and there are guys who haul ass you have never heard of. You know what though, when Americans go to Canada, they get beat by guys they never heard of either, but I think they take it better."

Thompson's plans are expanding in the States

with a recently acquired new facility. Part of his hope is Canadians will take advantage of it. The new facility in Mississippi has everything racers need to train for motocross, and the AX Tour is all within hours of the facility. "I want to see our flesh and blood, Canadians, down here racing. I know this is a good step to get their feet wet racing in the States. The new facility has a lighted track, places to stay, good tracks, it is a great facility. I remember being a young Pro rider, and I will do whatever I can for Canadian Pros to get here and race in 2013. There is a lot of talent racing in Canada and I would love to see some down here racing for this Championship next winter."

For now, the 2013 Arenacross Tour is rapidly approaching. "Right now we are taking a breather. The Arenacross Tour is a long series, and along with the track builds, this is time of year we grab our breath." Like all racers, time off away from the track is usually done... riding. "This summer we will be around the Mini Thunder Series and schools, but what I really want to do is to ride Walton this year. It has been a long time for me to have been away from racing. I think it would be fun to go race and not have to work." Fun is where this all started as a Pro looking for a way to race the winter. Today, he's a promoter of one of the top indoor series in United States who on his off weekends still likes to get away and go race....for fun. **BY NICK**



"Cole brings a lot to the series and he is the new star of this series. I want to see him do well, but honestly I would love to see any Canadian come here and be part of this."



2013 ROYAL DISTRIBUTING CANADIAN CROSS COUNTRY CHAMPIONSHIP

CXCC EAST & CXCC WEST



The 2013 Royal Distributing Canadian Cross Country Championship kicks off in June. This season is the start of something new and exciting. In an effort to allow more riders, from all classes, to contend for an industry recognized National off-road racing championship there will be Champions crowned on both the east and west coast.

The CXCC West rounds take place over four week-ends in June and July. The championship will consist of two rounds in BC, part of the Pacific Northwest Motorcycle Association Championship, and two rounds in Alberta, part of the Alberta Motorsports Association Championship. World Enduro Canada is

very proud to partner with these racing organizations and their associated clubs.

The CXCC East will feature two exciting double headers in August and September at two of the most historic racing facilities in Canada, Gopher Dunes and Walton. These events will also pay points to the Wiesner Insurance Ontario Cross Country Championship.

WEC would like to thank the sponsors that make this series possible: Title Sponsor Royal Distributing, our Premier sponsors Honda Canada, Yamaha Canada, KTM Canada and Husaberg as well as our supporting sponsors Parts Canada, Mongoose Racing (distributors of Rekluse), West Coast Transportation, and Wiesner Insurance.



BY TREVER WIDEMAN - PHOTOS PROVIDED BY WEC

CXCC West Round #1 June 9 – Chilliwack, BC

The Greater Vancouver Motorcycle Club will host round one of the CXCC West in Chilliwack, BC. The event is less than an hour drive from Vancouver in the scenic Fraser Valley. Named “The Piston Run,” it is the longest running off-road race in British Columbia. This year marks its 65th anniversary.

The terrain at the Piston Run has “West Coast” written all over it. The Chipmunk Creek riding area offers a great combination of tight and technical trails mixed with fast, wide open, flowing deactivated logging roads to get racers into a groove. To keep it interesting there will be some challenging shale rock hill climbs and the occasional “maybe I should walk

my bike down” decents. Organizers recommend that you don’t forget to pack a rain coat.

CXCC West Round #2 June 16 – Pincher Creek, AB

“The Porcupine Hills Hare Scramble” has been organized by the Lethbridge Motorcycle Club for the past 10 years. They have been promoting a cross country event in this area for 25 years. Riders can expect to run loops between 20 and 25 kilometers long.

The loop is a 50/50 mix of flowing single track and fast quad type trails with lots of elevation changes, log crossings, rooty sections with little to no rocks. The soil is rich, black dirt that is great to ride on when moist but turns extremely slippery when it gets

Left: The western swing of the series offers the toughest competition and courses.

Right: Old guys like Guy Giroux of the Husky team are still showing the kids the fast way around the WEC series.

really wet. This event is a favourite with Alberta racers – considered one of the most fun races of the season.

CXCC West Round #3 June 30 – Lytton, BC

The West Coast Dirt Riders Club will host racers at the third round of the championship at a BC favourite, “The Monkey Wrench Cross Country”. The Wrench has been around for 28 years. The riding area is in, more or less, the middle of nowhere about a 25 minute drive north of the small town of Lytton, BC and considered the gateway to trail riding paradise.

The Luluwisen riding area is known to be one of British Columbia’s best riding spots. Breathtaking scenery mixed with trails that will blow your mind. The Wrench will toss riders into tight, gnarly single track, fast flowing open areas and hill climbs that will have them bouncing off the rev limiter. Definitely a “can’t miss” event.

CXCC West Round #4 July 7 – Coleman, AB

The Crowsnest National Enduro Club will host the finale of the CXCC West at the “Shale Shaker Cross Country” in the scenic mountains north of Coleman, AB. The event will take place about 40km north of Coleman in an area known as Old Man River. Any riders familiar with the area know to expect lots of steep elevation changes, rocky trails, tight trees and “I wish I had my camera” type scenery. The loops will average 50 km to guarantee a long, fun day of racing. There has not been a cross country event hosted here for over 10 years so all riders, either local or travelling, can expect some fresh trail to enjoy.

This event will also be the Canadian qualifier for the Big Sky AMA Off-Road Championship event on in August at the Big Sky resort in Montana. This Championship is going to be the off-road version of the AMA Loretta Lynn Amateur MX National Championship that the AMA will use to crown amateur Off-Road Champions in all classes. The AMA and Big Sky race organizers recognize the number of Canadians who travel south to race and want to make us part of their championship. Racers, from all classes, who do well at this event will be invited to compete at the Big Sky XC Championship.

On Sunday afternoon, once all the racing is completed, WEC will be handing out #1 plates in all classes along with prizes from various sponsors like Royal Distributing and Parts Canada.

CXCC East Round #1 & 2 Aug 24 & 25 – Courtland, ON

The opening rounds of the CXCC East will be held at the famous Gopher Dunes Raceway. The deep sand



track that is either loved or hated by riders, mixed with the fast wide open trails will make this one of the highest speed events of the season. Taking place the weekend after the CMRC Walton Trans Can GNCs, the Schuster family is planning to bring some of Canada's best MX racers to mix it up with the top cross country racers for an epic event.

To keep things interesting there will be two racing formats utilized on the weekend. On Saturday riders will race the Moto XC format and on Sunday the traditional XC format. Two years ago WEC began utilizing the Moto XC format and it was a hit with both traditional XC racers and MX racers who were giving XC racing a try. In the Moto XC format each class runs two one hour motos instead of the traditional two hour long (or two and a half for Pros) event. Saturday will cater to the sprinters and Sunday to the endurance racers.

CC East Round #3 & 4 Sept 7 & 8 – Walton, ON

The finale for the CXCC East will take place at the historic Walton Raceway. The entire MX course, famous for its elevation changes and natural jumps, combined with tight flowing trails and a special extreme section has been a favourite on the Ontario cross country circuit for the past few seasons.

Similar to the Gopher Dunes double header, the Walton weekend will utilize both XC formats to keep things interesting. Saturday will feature the Moto XC format and Sunday the traditional XC format. After the podium presentations on Sunday WEC will award the #1 Championship plates to the CXCC East Champions along with prizes from our many sponsors. 



Far Left: Honda's Jason Schrage, a former champion, will be looking to put a stop to Bobby Prochnau's reign on top in 2013.

Bottom Middle: KTM and Husaberg have a big team for the WEC series.

Bottom Right: Jason Schrage is the lone cowboy on the Honda

Top Right: The Xtreme sections of the WEC course are the highlight for the fans in attendance. squad.

This is a list of some of the top riders and the manufacturers who support them that will be competing this year.

Yamaha

Brian Wojnarowski – Ontario

Honda

Jason Schrage – Alberta

CGRT Husaberg Team

Shane Cuthbertson – Alberta

Ben Rego – BC

Victoria Hett – BC

Ryan Linderman – Alberta

KTM National Race Team

Bobby Prochnau – Savona, BC

Chantelle Bykerk – Salmon Arm, BC

Ryan Graffunder – Vavenby, BC

Josh Long – Hamilton, ON

Félicia Robichaud – Cornwall ON

Philippe Chainé – Victoriaville, QC

Loïc Léonard – Montreal, QC

Francis Ouimette – Montreal, QC

KTM Supported riders

Jack Sawatzky – AB

Ty McKenna – AB

Ben Riviere – AB

Kevin Cockatne – ON

Denis Libersan – PQ

Jason Griffeth – ON

Shelby Turner – AB

Malcom Hett – BC

Geoff Nelson – BC

Allan Lachapelle – PQ

Jarrett May – BC

CXCC WEST

June 9, 2013 – Piston Run

– Chilliwack, BC – Greater Vancouver Motorcycle Club

June 16, 2013 – Porcupine

Hill – Pincher Creek, AB – Lethbridge Motorcycle Club

June 30, 2013 – Monkey

Wrench – Lytton, BC – Westcoast Dirt Riders

July 7, 2013 – Shale Shaker –

Coleman, AB – Crowsnest National Enduro Club

CXCC EAST

Aug 24 & 25 – Gopher Dunes

– Cortland, ON

Sept 7 & 8 – Walton

Raceway – Walton, ON

For More information on all these events please visit our site www.worldendurocanada.com



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Friction Plates

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- Long lasting – up to 300% more life than stock plates
- Increased weight over stock plates adds flywheel effect for aiding starting and traction
- Will not muddy or contaminate oil

Clutch Springs

- Precision-wound using the finest chrome silicon wire
- Heat-treated and shot peened for maximum life
- Individually designed to ensure no slippage with super strong spring rates
- Improves feel and ease of clutch operations

Visits your local Parts Canada dealer for Part #'s and Pricing

2. Parts Unlimited

Oil Filter

- The most recent additions to our trusted brand
- Parts Unlimited filters use the world's finest materials: German paper, English glue and Japanese zinc steel
- ISO9002-certified

Visits your local Parts Canada dealer for Part #'s and Pricing

4. DID Chains

Pro V Series O-Ring Chain

- DID's high performance O-ring chain
- Solid bushings for longest possible wear
- Reinforced rollers for greatest impact resistance
- Recommended for machines originally equipped with O-ring chains
- Comes with clip connecting link
- 525/530 VX comes with rivet connecting link

Visits your local Parts Canada dealer for Part #'s and Pricing



3. Wiseco High-Performance

Pistons

- Forged from high-silicon aluminum alloy for maximum strength and dependability
- Wiseco offers a complete range of popular piston models and years for both trail and racing applications

Wiseco Features Pro-lite Pistons

- Durability, longevity and increased horsepower
- Innovative forging design and piston skirts provide maximum horsepower and torque

Visits your local Parts Canada dealer for Part #'s and Pricing



5. MAXIMA

PRO PLUS+ FULL Synthetic Race Grade Oil

Available in 10w30, 10w40 & 20w50

MAXIMA PRO PLUS+ is an ester fortified full synthetic 4T engine oil. PRO PLUS+ is formulated to exceed JASO MA requirements for 4-cycle engines with integrated wet clutches. Balanced additive system minimizes engine deposits while protecting critical engine, transmission and clutch components. PRO PLUS+ is designed to prolong wet clutch life and offers excellent feel.

- Exceeds JASO MA & API SL/SJ/SH/SG Specs
- Ester Fortified Full Synthetic
- Next Generation Additives Protect Against Wear and Deposits

Retail \$12.50/litre

For maximum performance, protection and reliability use Maxima Racing Oils.

For more info visit
www.MaximaUSA.com



6. PRO FILTER

Premium Air Filters

Premium Air Filters are made of chemical resistant, high quality polyester based foam. Dual-stage design allows for superior filtration by eliminating the passage of fine dirt and dust, while helping to prevent air flow blockage. Special reticulation process offers unsurpassed air flow and filtration. Industrial strength, resin bonded seams increase the integrity of the filters wash after wash. Packaged individually in a re-sealable bag.

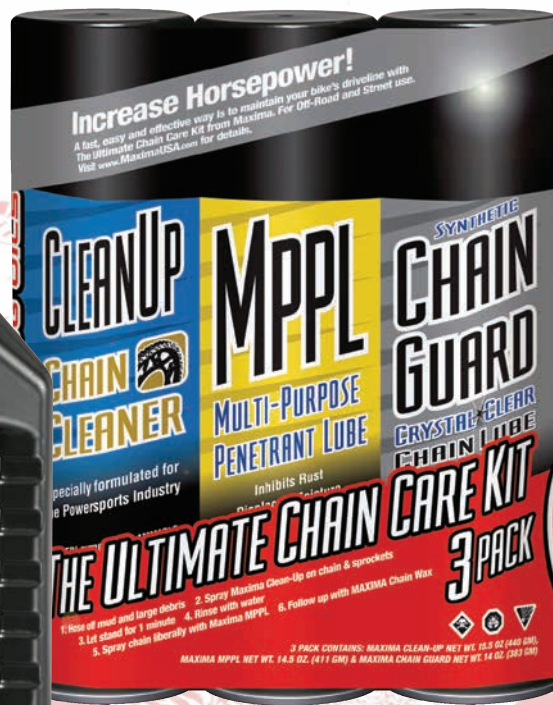
Features

- Chemical resistant, polyester based foam
- Dual stage, reticulated foam
- High strength industrial seams
- Reusable
- Rubber grommet

Retail Price Most Models
\$24.95

Used by JGR Yamaha rider's Justin Brayton, Josh Grant and Kyle Chisholm

For more info visit
www.ProFilter.com



8. MAXIMA

THE ULTIMATE CHAIN CARE KIT FEATURING syn chain guard

Clean-Up, MPPL and Syn Chain Guard are a winning combination proven to increase horsepower and extend chain and sprocket life. Maxima Clean-Up is an emulsion-type degreaser excellent for chains and sprockets that easily washes out with water. Maxima MPPL (Multi-Purpose Penetrant Lube) is a superior, all-purpose spray-on penetrating lubricant that provides an excellent barrier against rust & corrosion. Great for displacing moisture. Maxima Synthetic Chain Guard's crystal clear formula resists fling-off. Advanced technology allows lube to penetrate critical inner pins and rollers, lubricating and protecting them from friction, shock load and high temperatures. Protective boundary guards chain against rust & corrosion while super clean formula minimizes the attraction of dirt. For off-road & street use

Retail \$27.50 Combo Kit
[CONTAINS: Clean-Up 15.5oz, MPPL 14.5oz and Chain Guard 14oz]

For maximum performance, protection and reliability use Maxima Racing Oils.

For more info visit
www.MaximaUSA.com

7. Twin Air

Gas Tank Fuel Filters

Gas Tank Fuel Filters is Twin Air's latest product features a custom shaped adaptor for each model that fits securely under the gas cap, creating a leak-proof seal. The filter media traps dirt or debris that can enter into your fuel system from refueling.

Twin Air Fuel Filters

Honda CRF250/450
• retail price: \$40.99
• Part number: 300-10748

Kawasaki KXF 250/450
• retail price: \$40.99
• Part number: 300-10749

Yamaha YZF250/450
• retail price: \$40.99
• Part number: 300-10750

Suzuki RMZ250/450
• retail price: \$40.99
• Part number: 300-10751

KTM 250/350/450 SXF
• retail price: \$40.99
• Part number: 300-10752

KTM 250/350/450 SXF
• retail price: \$40.99
• Part number: 300-10753



+BUYER'S GUIDE

1.



1. Yamaha

Genuine Chain & Sprockets

Teething Problems?

Soothe that pain by replacing both your chain and sprockets at the same time to ensure maximum wear-life and performance. Yamaha® original equipment chains and sprockets are engineered by the same engineers that created your bike.

For more information, visit us at yamaha-motor.ca/pna

3. Yamaha

Genuine Parts

Ride Harder, Go Farther, and Last Longer

Yamaha® parts are specifically designed, manufactured, and tested for use in Yamaha motorcycles. Don't risk using generic parts that cut corners so they can be used on any bike. Yamaha parts are an exact fit for your Yamaha®.

For more information, visit us at yamaha-motor.ca/pna

2. Yamaha

Yamalube

Performance That Never Comes Up Short

Yamalube® is committed to racing. With countless racing victories, Yamaha has, time and again, proven their class-leading performance and reliability. Yamalube® oils are made from a combination of base oils, additives and solvents, chosen and mixed to exacting standards for your Yamaha. For the best results on the track, on the road and off-road, choose Yamalube® oils and lubricants.

For more information, visit us at yamaha-motor.ca/pna

3.



2.



6. Motul

300V OFF-ROAD Factory Line 100% Synthetic

High performance lubricant developed for the « Factory Team » and specially designed to offer a better clutch "feeling" and exceptional engine and gear box protection in extreme conditions of use. For motorcycles equipped with 4-stroke engines with integrated gearboxes or not, wet clutch or dry clutch. Racing engines operating at very high temperatures and high revs: Dirt bikes, MX, ... Other use: ATV

- MOTUL Ester Technology: maximum oil film resistance at very high temperature.
- No oil film breakdown. Very low shear loss on Bosch Test ASTM D6278: oil pressure is stable whatever the conditions of use for outstanding engine and gearbox protection.
- 5W-40 grade allows excellent oil flow into the engine, faster oil pressure set up and faster revs
- 15W-60 grade is able to absorb fuel dilution in the oil and maintains high oil pressure. Engine can run at very high temperature and under heavy load over a long period.
- JASO MA approved to ensure perfect wet clutch locking at start-up, acceleration and full speed. More power at the rear wheel: improved wet clutch locking.
- Better traction in difficult conditions: sand, snow, soil. The standard API SL allows full compatibility of the lubricant with the latest generation of engines in accordance with manufacturer's specifications.

5W40:
1x1L = 27-L120
1x4L = 27-L121

15W60:
1x1L = 27-L122
1x4L = 27-L123





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Forma
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+BUYER'S GUIDE



1. Sunstar Sprockets

Works Triple Star-Black Anodized

- Computer designed weight reduction holes for lightness.
- Exclusive tooth-valley design provides 24% better chain contact area for the best power transfer possible.
- Hard anodized coating for added durability and a superb finish.
- Longest lasting aluminum rear sprocket on today's market.

retail price: \$76.95

sunstar-mc.com

2. Sunstar chains

520MXR1 Works Motocross Racing Chain

- Extra deep gold inner & outer side plates with a superlight design, weighing just under 3.6 lbs per 120 links
- Tensile Strength of 9,000 lbs
- Constructed of 100% heat treated components for strength & reliability, built to handle the demands of the highest level of MX racers in the world
- Available in gold color option with a clip type master link [precut lengths of 116L & 120L]

retail price: \$99.95-104.95

sunstar-mc.com

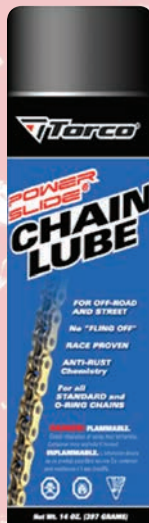
3. Torco Lubricants

Powerslide Chain Lube

- FLING FREE technology
- Superior anti-wear and anti-rust protection
- Penetrates deep into bushings, pins, bearings and rollers
- For standard and o-ring chains

retail price: \$9.99-15.99

torcousa.com



4. Ipone

Synthesis2 Motor Oil

- High-performance synthetic-based lubricant for two-stroke engines.
- Compatible with all types of gas.
- Allows the percentage of mix to be reduced, making it more economical while offering excellent performance.
- Smells like strawberries

retail price: \$16.69

Kimpex inc.
1-800-568-5475
www.kimpex.com



4. Pro Taper

Metal Mulisha

The Metal Mulisha Contour handlebar is second to none when it comes to strength and function. We were the first to introduce the 1-1/8" taperwall handlebar and have owned the market ever since. The Metal Mulisha bar is an affordable way to get your hands on the most sought after handlebar design with an added bonus of Metal Mulisha graphics. Used exclusively by Brian Deegan and the Metal Mulisha Demo Team.

METAL MULISHA CONTOUR HANDLEBAR

METAL MULISHA MX

- retail price: \$110.99
- Part number: 334-3222

DEEGAN FMX

- retail price: \$110.99
- Part number: 334-3223

TWICH FMX

- retail price: \$110.99
- Part number: 334-3224

METAL MULISHA BAR KIT

METAL MULISHA MX

- retail price: \$120.99
- Part number: 334-3212

DEEGAN FMX

- retail price: \$120.99
- Part number: 334-3213

TWICH FMX

- retail price: \$120.99
- Part number: 334-3214

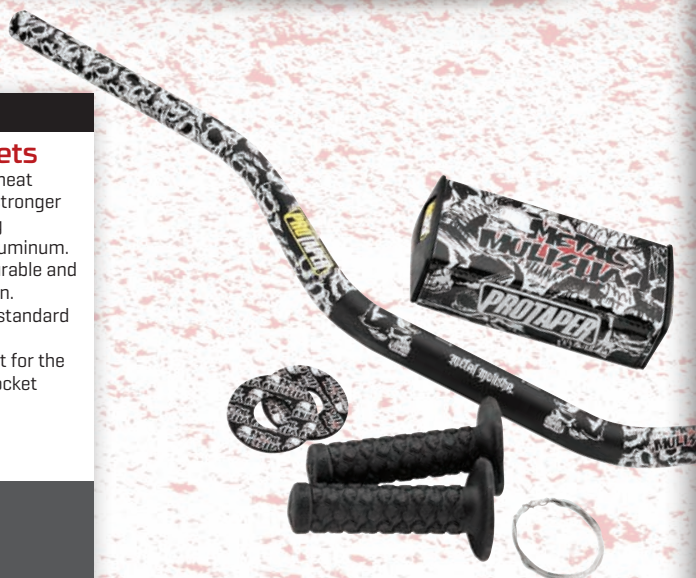
5. DRC

Dura Sprockets

- Made of durable, heat treated steel for stronger and longer lasting sprockets than aluminum.
- Best balanced, durable and light weight design.
- 30% lighter than standard steel sprockets.
- Precision laser cut for the lightest steel sprocket design.

retail price: \$44.99

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www.kimpex.com



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2013 KAWASAKI KX250F



- ALL NEW MODEL FOR 2013
- FEATURES 3 SETTING ADJUSTABLE ECU WITH DUAL INJECTION

2013 KAWASAKI KX450F



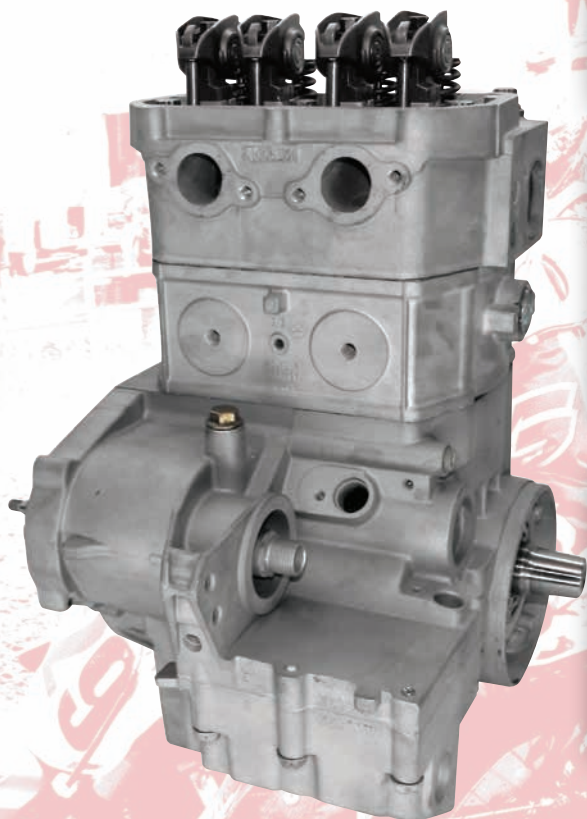
- ALL NEW PNEUMATIC FORKS AND UNI-TRAK REAR SUSPENSION
- REVISED ECU WITH LAUNCH CONTROL MODE

TIME TO RIDE ON THE
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WWW.EDGEPERFORMANCE.CA

+BUYER'S GUIDE



1. CV Tech

Short block engines

VTech-AAB carry a wide range of short and long block rebuilt engines for ATV, UTV, snowmobile, PWC and many more. All engines come with a 1 year warranty.

1. CV Tech

Wossner pistons and rods

e Wossner high performance forged pistons and rods product line is designed specifically for durability and light weight for today's high performance engine.

1. CV Tech

Trailbloc Clutch

The CVTech Trailbloc clutch is the best available clutch on the market. For large tires, modified engines or for peace of mind, the Trailbloc is the right clutch for your ATV / UTV. Less expensive than repairing your OEM clutch!



3. Magura

'Hymec' Hydraulic Clutch Kit

- The Magura Hydraulic Clutch kit replaces your clutch cable on cable actuated bikes
- The Magura Hydraulic Clutch kit reduces rider fatigue by easing the clutch pull by up to 30%.
- The no fading reliability of the Magura Hydraulic clutch kit means no more worrying about the inconsistency of cable clutches.
- The self-adjusting feature of the hydraulic clutch kit eliminates the need to constantly re-adjust.
- Magura made installation easy and packaged the hydraulic clutch kit ready to install.

MSRP: \$334.99

Distributed by
Mongoose Machine
mongoosemachine.com
1-800-663-2317



3. ProX

Brake Pads

ProX sintered brake pads offer strong controllable braking power in combination with long life. Sintered brake pads have superior material properties which resist the high temperatures of heavy braking and offer greater durability over organic brake pads.

MSRP: \$29.99 / pair

Distributed by
Mongoose Machine
mongoosemachine.com
1-800-663-2317



3. Kibblewhite

Intake only Stainless Steel valve kit

For bikes that experience intake valve issues there is no need to purchase expensive titanium valves. Kibblewhite makes an "Intake only kit" that replaces your titanium intake valves with stainless steel valves, stiffer springs, titanium retainers, steel lower collars and new valves seals that is cheaper than buying new titanium valves.

MSRP: \$194.89 - 235.63

Distributed by
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mongoosemachine.com
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we all believe
the earth
could use a bigger pit crew.



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RECYCLED OIL

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Introducing Valvoline NextGen. The first recycled oil formulated from a breakthrough process that combines the latest re-refining technology with Valvoline's special additives to exceed industry standards. It's the only recycled oil good enough to be called Valvoline, because we hold ourselves to a higher standard. Yours.

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ALL THINGS COOL

Gearing Up



1.

1. FMF

WWW.FMFRACING.COM

FMF Factory 4.1 RCT

This has been a work in progress for over a year. FMF has learned a lot over the last few years of racing with the RCT (Resonance Chamber Technology) with many of our factory race teams. The goal with the new exhaust was to offer a new design that really fits the complex lines that many of the new manufacturers are leaning towards. We are very excited for you to see some of the new features including a bigger volume can, which can utilize more packing for better performance, and longer lasting, low output sound volume. The new insert clip feature is another breakthrough in exhaust manufacturing and the detail really shows when looking at the rear insert. The new RCT in the front end of the exhaust is another huge added gain for sound and performance, which we have utilized from

working feverishly on lowering sound outputs. This exhaust is sound compliant with the FIM 2M Max sound test, which, as you know, is a lot more of a spot on test. With that said, we are excited for you to test the new product from FMF Racing.

THE NEW FACTORY 4.1 RCT for 2011

- All new, incorporating the latest in Resonance Chamber Technology
- Patented core shape lowers sound level while maintaining maximum power output
- Patented canister shape increases internal volume for more sound absorbing material
- Patented chamber design to enhance and refine exhaust pressure
- Factory Forward Engineering centralizes mass and is less prone to crash damage
- Tuned exhaust with optimized core specifications for

each application

- Innovative rear end cap for simple installation of tuning tip inserts or spark arrestor

Comes with the quality, craftsmanship and performance expected from FMF

- Meets CMRC, AMA and FIM sound requirements
- QuietCore 94db insert included
- Spark arrestor included in muffler
- Built 100% in the U.S.A. at FMF's state-of-the-art-factory
- Maintenance made easy with the removal of 4 screws on the front end cap
- Compatible with stock header or FMF header
- Available in natural or blue anodized finish.



2.

2. BULLY DOG

www.bulldog.com

Gauge/Tuners

Bully Dog's Triple Dog Gauge/Tuner manages engine performance, offering advanced programming and monitoring capabilities, including a vehicle engine tuner, function monitor, performance gauge and diagnostic device.

With Bully Dog's GT, it is possible to increase horsepower up to 25 percent, or boost fuel economy significantly. Various horsepower settings [Stock, Tow and Performance] are available.

The gauge/tuner monitors engine operating conditions, like overheating or excessive boost (in a turbocharged engine), and automatically shifts to the highest safe power level.

For more information, contact Bully Dog Technologies, American Falls, ID;

Phone: 877-285-5936



- ALL THINGS COOL -

Gearing Up

3. ARNETTE

www.arnette.com

Arnette Series 3 MX Goggles

Dripping with heritage, rich design detail and loads of flavour, the Series 3MX is a super kickass goggle for super badass riders. It features a true anatomical fit, articulating strap attachments for micro tweak helmet compatibility, posts for tear offs, and triple layer Combo Plate face foam that wicks away sweat and maximizes comfort. The Cool Breeze venting system promotes air flow while the scratch resistant Lexan® lens provides UV protection, impact resistance and the best in fog free visual performance. When the track heats up and the dirt starts flying, Arnette's got you covered!

The Features:

- Scratch -resistant Lexan® lens with Cool Breeze venting system F#@G OFF! Antifog lens coating with 100% UVA/B/C and harmful blue light protection up to 400NM
- Articulating strap attachments for maximum helmet compatibility and supreme fit
- Triple layer Combo Plate face
- Foam that wicks away sweat
- Posts for tear offs
- Adjustable silicone Ribbed Strap
- Optimized to Fit Medium to Large Face.

Fit & Comfort

Anatomically engineered to provide a supreme fit, the Series 3 MX™ offers top-shelf performance in an ultra stylish package. Its triple-layer Combo-Plate face foam is scientifically formulated to wick away sweat and provide the highest level of comfort with a continuous seal. The Series 3 MX™ also features articulating strap attachments that distribute pressure evenly on the face to maximize helmet compatibility.



3.



4.



5.

4. WORKS CONNECTION

www.worksconnection.com

FORGED BRAKE LEVERS

Beauty and brawn melded together to create precision forged aluminum brake levers from Works Connection.

Designed and manufactured to exceed OEM specifications and deliver superior strength and durability.

Available now and offered in your choice of Black or Silver.

Designed for superior strength and durability to resist breakage

Quality 6061-T6 precision forged aluminum

Manufactured to exceed OEM specifications

Available in Black anodized or Silver finish

5. VP MOTO

VPRacingFuels.com, VP-SEF.com or

PowerMasterFuels.com

Makin' Power!™...FIM Style

VP Racing Fuels announced the release of the new "VP Moto," their most powerful, FIM-regulation race fuel ever. "For years, riders around the world have relied on VP for 'Makin' Power' on circuits and MX tracks," said Jim Kelly, VP's Regional Manager-Eastern U.S. and Europe. "Multiple wins in the Isle of Mann TT and Moto-cross des Nations were just a few of the championships achieved with VP's powersport blends."

"Engineered to FIM regulations, new VP Moto generates the power that American, European and Japanese tuners and engine builders continue to expect from our development team," Kelly added. "Tests on the dyno and at the track had riders applauding the great throttle response."

"Our fuels are known for providing maximum horsepower and torque from consistent top quality, high tech formulas. With this new product release, that reputa-

tion is certain to continue, as FIM riders have seen nothing out there making more power than VP Moto," Kelly concluded.

For more information about VP Moto or VP's other performance products, contact your VP distributor listed online at <http://www.vpracingfuels.com/vp-racing-dealers.html> or email jimkelly@vpracingfuels.com. Technical questions can be directed to VP's Tech Support staff at +1 210-241-1192 or MotorcycleTech@vpracingfuels.com.

VP Racing Fuels has been an industry leader in race fuel technology for 38 years, fueling winners in all racing disciplines on every continent. VP produces FIM and FIA fuel blends as well as a wide variety of unleaded and leaded formulas designed to optimize performance in any motorsport application. VP has an extensive distribution network around the world.

In addition to racing fuels, VP's product line includes VP Small Engine Fuel, formulated for 2-cycle and 4-cycle portable gas-powered equipment and VP/PowerMaster® hobby fuels for R/C racing.

AMATEUR SPOTLIGHT **KONNOR LONG**



“LIKE MOST RACERS IT JUST TAKES OVER. RACING BECOMES *EVERYTHING* YOU WANT TO DO..”

MXP SITS DOWN WITH KONNOR LONG BY BRETT LEE, PHOTOS FROM KONNOR LONG

When clicking through the results from Loretta Lynn's in 2012, we noticed a Canadian kid that was in the mix in the C class. Konnor Long from St. John, New Brunswick jumped out at us so we kept up with him throughout the year as his name kept appearing in different areas. Now as a part of the new Gopher Dunes Racing Amateur Honda team, Konnor is hard at work at the Millsaps Training Facility in Georgia.

We caught up with Konnor on his lunch break to find out about his 2012 season and his plans for 2013.

Hi Konnor! First of all, let our readers know who you are and a little bit about you.

Well, what do you want to know about me? Like you said, I am Konnor Long, I am from St John, New Brunswick and I race motocross. There isn't a lot to tell you other than that.

Your Dad is a hockey man who is involved with the St. John Seadogs. Did you play hockey?

I love hockey. I mean, like most kids I played up until I was about 12 or 13. I think I was a pretty good player, not the best, but I was okay. When I was about 13 years old I was introduced to dirt bikes, which is when I got a Honda 80. At first I just messed around the trails, but then I went to a race. I just loved it and it looked like something I really wanted to do. I got into racing; like most racers it just takes over. Racing becomes everything you want to do.

Talk to us about 2012.

In 2012, I started off the year by coming down to Millsaps Training Facility from January until Loretta Lynn's. It was a long road of riding and training. I went to Loretta Lynn's and got a 6th in the 250cc



Mod class. After Loretta's, I headed to Walton. I had a lot of confidence going there and I had some expectations from myself. I had been training and working really hard, had a good week at Loretta's, but it just didn't happen. I really thought I was a top 3 guy. Unfortunately, I didn't have the speed. It wasn't the bike or conditioning, it just didn't come together for me. No excuses.

It's always hard to gauge yourself until you are on the line with fast guys.

Yeah, you are right. You know what was funny is I don't usually get good starts. Usually I work my way through the pack. At Walton, I got good starts and thought "this is perfect!" Each lap, guys would get me,



and I was like “what is going on?” I took it as a learning experience. I had never been there before; it is a long week. There was a lot I was able to take away from that event. In some ways I am glad it worked out the way it did.

After Walton, you moved to Intermediate and made the decision that you wanted to hit some Nationals.

Like I said, I had been training and learned a lot this past season so I feel like I can improve. Being able to do all the Nationals is something that will help me learn. My Dad and I started to look around at deals to go across the country. Through some contacts we were able to get in touch with Gopher Dunes Racing, with their Honda Amateur support program they were working on. We talked with Derek and it all came together.

Part of the benefit of the team is working with Tyler Medaglia. You have been able to work with him and learn from him.

That part of the deal is awesome. Tyler is a National Champion who knows what it takes to be successful so it is great to be around him. He is one of the top guys in Canada. He is a hard worker and there isn't a better guy to get advice from.

What is an example of something you have taken from Tyler?

I think being around him you see how dedicated he is. This is his job, how he makes a living, but as he says, he treats it like a lifestyle. Everything is about making himself a better racer. Each day, everything he is doing is about becoming the best racer he can be. No breaks. It is good to see the level of dedication you need to have to become a good racer.

Great, so now you are back at MTF?

Yeah, back here is great. It was awesome

being down in Florida, but it wasn't totally my deal. I like the structure here. You have a lot of people around you charting laps, recording what you eat, your heart rates; everything is very calculated. For me, I feel the benefits. I feel like I still need some structure as I get better as a rider. There are a lot of riders here, fast riders. I really enjoy training at MTF.

What are some of your goals for 2013?

I am going to learn a lot. There will be so much that will be new to me in 2013 so I will learn a lot about racing and riding. As for results, I would like to qualify for each national then challenge for some top 20 finishes in motos. I know I will be in shape, and that is a goal I have for myself. When we get to Walton, I feel like I will have learned a lot so I want to challenge for the podium. I want to put myself in contention to maybe win there. I know where I need to be in 2013, and I am working hard towards those goals.

Thanks Konnor. We will be keeping an eye out for you in 2013!

Thanks for calling. I really can't wait to get the new season rolling. I am so happy with all the support and can't thank everyone enough.

AMATEUR SPOTLIGHT **WESTEN WROZYNA**



“IT GIVES US ALL CONFIDENCE. IT HELPS RAISE THE BAR HERE IN CANADA BECAUSE THERE ARE A LOT OF REALLY TALENTED RIDERS IN CANADA.”

**MXP SITS DOWN WITH WESTEN WROZYNA
BY BRETT LEE, PHOTOS BY ALLISON KENNEDY**

Westen Wrozyna had quite an exciting 2012; he finished 5th in the Supermini class at Loretta Lynn's, won Supermini at the Walton TransCan, and was part of the invitation-only Monster Energy Cup in Las Vegas. He just recently announced a new sponsor and is getting ready for 2013. We caught up with Westen at his home.

MXP: 2012: Let's start there. It was a really great year for you.

WW: Yeah, thanks, 2012 was really great. It all started right for me at the beginning of last year when I went down south and trained really hard. I raced Mill Creek and I was consistently running in the top 10, for a while I ran third in a moto. That really got my confidence going in the right direction from the start of the season. I followed that up with a great ride at Loretta's. This year I went to Loretta's prepared to handle the heat and the pressure. I went there and just had a lot of fun and it translated into two top 5 finishes. We hit Walton up next. That didn't start the way I wanted but it ended up being a great deal for me too. I raced the Schoolboy and Supermini classes at Walton. The Schoolboy class was awesome this year. It seemed there were a lot of guys really close in speed. I had some great battles with Dylan Wright and Joey Crown in that class.

Right after Walton I got the call to go to the Monster Energy Cup in Las Vegas. That was a big goal of mine to be invited and included in that group of fast riders. I think at Monster Cup, my nerves got the best of me. The huge crowd, different racers; the atmosphere there was intense. I learned a ton though. It was a great experience.

Racing faster kids must have really helped you as a racer, especially when you see those same riders battle up front at big Amateur races in the US.

Yeah for sure, it does help. Seeing riders I raced at Nationals in the US or the Monster Cup do well, and even Joey Crown who comes to Canada a lot, makes me realize I can be up there too. I can race with the best riders. It gives me confidence when I line up with them. I know that I have as good of chance as any of those guys on the line.



I imagine that riders in Canada think the same when they race you.

Exactly! It is the same. Guys who race me in Canada that may not get the opportunity to travel can gauge themselves against me. Maybe when they beat me or we battle close in a moto, they know I have done well against some fast US riders and that helps them. It gives us all confidence. It helps raise the bar here in Canada because there are a lot of really talented riders in Canada.

You have now landed a pretty solid ride for 2013. Tell us about it.

Throughout last year we talked with John from WMXtreme Honda. He did a lot of work on my Supermini and that bike was awesome. I had seen the work he had been doing with Nathan Bles too. Nathan's bikes looked awesome and seemed to

work great. We then started talking a lot after Walton about what my plans were for 2013.

In the winter, he offered us a great deal and we couldn't say no. I just feel really fortunate to be able to have a deal and to work with John. Hopefully we can put it together and win some championships.

So what are some of your plans for 2013?

For 2013 I am going to put some emphasis on Loretta's and Walton. I am going to race the Schoolboy 2 and the 250B Stock and Mod classes at Loretta's, and Intermediate at Walton. We are going to be hitting a number of events and attending the Ontario Pro National rounds. I am not sure I am going to ride Pro day, but my teammate, Matt Babbitt, is going to. We also hope to be doing the Unadilla and Budd's Creek Amateur days at the AMA Nationals.

You trained with MXSchools.com, which is at the Thompson family compound. It must be cool to be close with Cole and see him doing so well.

Man, it is so cool for me to see what Cole is doing this year. I get the opportunity to ride with him, train with him and see what he is doing away from the races. It makes me realize you really can do it, and I just want to follow in his footsteps. He works super hard and he is a great guy to look up to.

Thanks for taking the time to do this Westen!

Thanks for doing the interview. Of course I have to thank my parents for all they do, plus WMXtreme, MPH, Honda, Von Zipper, PhatMX, Thor, Loudmouth, Monster Energy, Oshawa Cycle, CLMX, OrhtoFlex, SSS Suspension, Renegade, and Cole and Kyle Thompson for all their help.

Last question: are you nervous about having your little brother catching you yet?

He is going really good on that mini! I might have to keep an eye on him because it may not be long before he catches me!

>STRETCH FOR SUCCESS

WITH CRAIG STEVENSON B.P.E. (HON)



It's been a long winter to say the least. It's not like last year where Old Man Winter essentially forgot to show up and give us a dose of reality. We've seen bitter cold and snowfalls that have certainly reminded us that we do indeed live in Canada! As we dig out from under the snow and ramp up our preparations for the season, stretching becomes more and more important. Doing your time on the treadmill, staying away from the deep fryer and lifting some free weights to build your functional strength are common in the off-season. Stretching, on the other hand, can sometimes go by the wayside.

Stretching is an essential component to success in the MX game. Speeds are faster, your competition is more prepared and the element of danger is always present. Training your muscles to extend past their normal range of motion is of great benefit, particularly if you happen to end up in a situation where you hit the ground in an early season race. A well-conditioned muscle that has an extended range of motion from consistent stretching may be able to withstand the forces of a crash without tearing, which is of course a blessing.

Above and beyond injury prevention, stretching has a number of key benefits such as reduction of tension, enhanced muscular coordination, improved circulation, and increased energy due to the increased blood flow. Knowing that there are numerous benefits to stretching, there are also various "types" or adaptations to stretching which can be seen in the following list:

- 1. Static stretching**
- 2. Ballistic stretching**
- 3. Dynamic stretching**
- 4. Active stretching**
- 5. Passive (or relaxed) stretching**
- 6. Isometric stretching**
- 7. PNF stretching**

The main type that we'll focus on here is static stretching. I've chosen to focus on this type of stretching because it can be performed without the help of a partner, and it's suitable for all ages and fitness levels.

Static stretching is when an individual performs a stretch and holds it in one position. For instance, when you stretch your hamstring (back of your upper leg), you will get into the stretch and then hold the position. This is contrary to some of the other stretching techniques such as ballistic stretching where athletes move their joints in order to improve range of motion. Sprinters are commonly seen performing ballistic stretching when they are preparing to race.

THE STRETCH REFLEX

All of your muscles are equipped with a built in stretch reflex, which is designed to control the length of your muscles, by contracting them as they approach their limit. You can feel the stretch reflex at work as your muscle tightens as it is stretched further. The muscle gets hard and you start to experience pain. Working in this zone while stretching is the key to increasing your flexibility. Allowing your mind and body to relax at the point where mild pain starts during the stretch will allow you to slowly overcome the stretch reflex. Easing in and through a stretch is critical to elongating the muscle fibers without injuring the muscle[s] being stretched.

4 Stretching is an essential component to success in the MX game. Speeds are faster, your competition is more prepared and the element of danger is always present.



Liam O'Farrell CMRC Pro.

When performing a stretch and working through the stretch reflex, it's important to hold the stretch for at least 30 seconds, but recommended for 30-45 seconds. Once during the 45 seconds, you can gently back off the stretch and then apply the stretch slightly further, making the muscle longer. Consistent, repetitive stretching will allow your muscles to get longer over time, which has enormous benefits that translate directly to your riding.

TOP 5 COMMANDMENTS OF STRETCHING

5. *Stretch in a quiet, comfortable place in order to allow you muscles to optimize each stretch*
4. *Warm up for 5-10 minutes on a bike or treadmill before you start stretching*
3. *Breathe deep and exhale while stretching to allow total body relaxation*
2. *Practice stretching consistently at least 3 times/week*
1. *Hold a stretch for 30-45 seconds to allow yourself a chance to overcome the stretch reflex*

With the 2013 season at our fingertips, I want to wish everyone the best of luck for fast and safe racing. Remember, being in shape and arm-pump free is the best way to maximize your results as the season gets underway. If you're a CMRC member and want to learn more about training, nutrition and sports supplements that are specific to MX, just shoot me an email at info@action-brands.com and I'll make sure you get a FREE copy of the ARM PUMP Elimination System eBook. It's 83 pages full of in-depth information on how to maximize your performance through training, nutrition and supplementation.

To view upper and lower body stretching techniques, go to ACTIONETIX.com and enter the search word "stretching". 



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> LIMIT THE 'SUGAR' FOR OUR MINDS!

WITH DREW ROBERTSON



MXP readers!! I hope this article finds you healthy and training hard for the up-coming season!! I have talked about Mental toughness in the past and in this article I want to talk about other aspects of the mental game and how things that surround us, people, phones, information can affect us.

What sparked this article was a study I read on 'Avoiding News' by Rolf Dobelli, in which he talks about how the news is like the sugar for our minds. Our brains are wired to pay attention to visible, large, scandalous, sensational, shocking, fast changing, loud graphic onslaughts of stimuli. He also discusses how we have recently discovered that the human being is highly plastic, now I'm not saying that your brain is full of plastic, what plastic refers to in this case is the brain being moldable. The brain at any age can 'change'; nerve cells routinely break old connections and form new ones. How does this plastic brain of ours and news relate, well Rolf links the two by saying the more news we consume, the more we exercise the neural circuits devoted to skimming and multitasking while ignoring those used for reading deeply and thinking with profound focus. Now I'm not going to get into all the details but the article is quite interesting and if you want, email me and I will send it to you.

How does this article and our addiction to news Mr. Drew relate to the sport of motocross? Well in the study he found an alarming increase during the last 10 years in anxiety, attention span, and various other mental and physical problems. What struck with me was the anxiety, how many athletes deal with anxiety??? A LOT!! Lets take the 'news' one step further,

lets take Facebook, twitter, foursquare, and other social media sources and include them in the same category as news. Then think about this, Facebook was and in all fairness is still a big deal, but twitter has risen in popularity and the reason, ITS quicker to catch up on the 'news'!!! On twitter you're limited to 140 characters to update all your followers on what you're doing or what you're thinking!! So it's an even quicker 'fix' so-to-speak. Ask your self how many times in the day, or even hour you check your phone to see if you got a text or you look at facebook, or twitter to see what's new or what your friends are up to?! I bet its quite often and this constant checking and looking leads to us being in an anxious state. Now you take this to a race weekend, your working on your bike, you have to make sure your bike has fuel in it, are your goggles ready, did I pack my knee braces, did I eat enough, what's new on twitter, facebook.....and so on!! If you have anxiety about how your going to finish the race does all of that in the last sentence sound like its going to help with this anxiety?

Reading the article got me thinking and researching information on the digital age and digital 'diets', and there is a lot of information out there some we can relate to sports and sporting events and others not so much, but it is worth while talking about and taking some action. I have like I started this article off by saying written in MXP before about how to become mentally tougher, but I'd like to add on to that by saying to people go on a digital diet!!! In the mental toughness article I talked about doing yoga to quite the mind, well when your doing the yoga at gym or a yoga centre you cant typically take your cell phone into the room with you, so if your doing yoga at home get rid of your phone!!! I talked about berating control, and breathing practice, when doing this again get rid of your phone!! How can you clear your mind and concentrate when your phone is going off like R2D2 having a seizure?! The biggest part of being mentally tough is being able to be in the here and now and clear out the garbage. Think about it this way, you our on the line and beside are the countries best riders, and you tell yourself 'oh man, I cant beat these guys', you see their factory bikes and say 'man there bikes are so much faster than mine' are you going to be able to compete with them. You need to focus on racing your race and breathing because those are the only things you can control, stressing about either who you're racing or where you need to finish does nothing but cause us anxiety. Have you ever said or had someone say to you, if you could race like you practice you'd be right there with the top guys or girls?! If so you suffer from performance anxiety.

How do we help this, well in relating to 'news' sources, try a digital diet, especially on race day, turn your phone off, you have a job to do and your phone is going to help. Look through your stack of MXP magazines and look for my article on mental toughness or send me an email and I will get back to you with a copy of it. Help yourself and limit the 'sugar' for our minds! **END**



How can you clear your mind and concentrate when your phone is going off like R2D2 having a seizure?



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> THOUGHTS ARE ROLLING

WITH MARC TRAVERS, PHOTO BY MARC LANDRY



As I sit here in my office on a snowy Friday afternoon, a couple of thoughts are rolling through my head, which is not unusual for a guy like me. I have things rolling through this bonnet 24-7, but to be honest, I am a bit of a scatterbrain. As much as I like to think I am in control, I am really not. Time is...in control, or better yet, the passing of time. Usually I am quite a simple creature, one of habit, path of least resistance, procrastinating my way through the majority of the week, just to be able to survive until Friday, which then allows me the luxury of not procrastinating, but honestly saying to myself, "Hey, you've had a tough week, you should just relax this weekend and get yourself prepared for next Monday morning. Then, you can hit the ground running, and really tackle all of the things you meant to get to last week". This really is the story of my life. One day, just leading to the next, and to be honest, the older I get, the shorter the days seem and the faster time seems to move.

I mentioned to my wife, Monique, this morning, as I hobbled out of the pouch – wait, I did play hockey last night...OK time to relax – that ever since I turned 45, which of course in this day and age is only really 35, as 40 is the new 30, I seem to ache all over. Everything seems to hurt: feet, ankles, shoulders, head. I suppose being

45, but still treating your body like an amusement park, can do that to a guy, but I will say this, last year has been different, and I don't even have a litany of old MX injuries to deal with. If I did, I may be able to complain with the best of them, but here I sit with a bad

case of the February blahs. It's time to look on the bright side, enjoy the moment, and process a few of these thoughts rolling through "Mee Great Bigg HEEAD!"

MILLSAPS...

Obviously there is no new news here other than this guy truly is a "Rock-star" [ha..a pun!]. Is he that much better than a year ago, or is it just a magic elixir of all the right elements and details? I for one will give Dave Gowland the credit. Dave knows his stuff, so nice work DG. Your Team is making us all proud. Prediction: Millsaps will finish second to Dungey. Not that I want this to happen, I am rooting for Davi. I just think he hasn't had his set-back yet. One may be coming. I hope they can minimize the damage.

THE TORONTO MAPLE LEAFS...

My second favourite NHL team, or maybe my 1B to my 1A Buffalo Sabres; I really like the way they are playing. Their defense, although a rag-tag bunch of non profile players, seem to be solid, great goaltending, and JvR has potted 11. And for the record, I am a Kessel fan; I still like the trade.

WINTER...

We have had more snow this winter than since I can remember. This is nothing but a good thing. We need the precipitation. The Great Lakes water table is down approximately 4-6 feet on average between lakes. Do you realize how much water that is?

PHOTO ANNUAL...

Spectacular images. It looks like Gauldines was saving some of the best for last. My favourite shot? Fat-Yotes getting horizontal through a DP. Of course it was a Landry. What else would you expect? The guy is the top dawg.

STEWART...

Wha happppen...? Knee injury, not enough speed, clutch issues...who knows, but I would love to see JS7 win a race, just to mix things up a bit. Still watching him battle with CR22 and RV2 for 6th was pretty odd. Good battle though.

AMATEUR SPORTS...

...As in my son's rep hockey season. For someone who enjoys the game, what great entertainment value the cost of a season of rep hockey is; full value for the dollar. You become totally engrossed in every shift, every pass, and every goal. Can't wait for this Tuesday night...his final tilt against their archrivals, the hated Oakville Rangers. Wow, it will all be over soon and my son will be moving away to college or university. Enjoy it, right now!

MOMMATT'S BOY, COLE...

Love him. Mr. Smooth for sure. His style is effortless and there is no question he has podium speed. I hope he is able to ride this weekend, the Atlanta track is always a fun one. I used to enjoy it being the East opener, but I understand the Dallas stop. I think The "Thompson" privateer plan is going to pay off in the near future. Stay safe young fella, and whatever you do, don't feel the weight of our nation on your shoulders. Too much pressure?...sorry about that.

ROCKNROLLA...

This off season has included a bevy of live gigs in Burlington for the two bands I play in. Too much F'n fun...

SKYFALL...

Big Bond fan. Loved it. See it if you have not. Recommended.

MONSTER SONNI...

Jackpot!!! Congrats to Sonni and Jeremy [or is that Mr. Renner?]

VILLOPOTO DOCUMENTARY ON CBS...

Riveting to say the least. Didn't realize they were as messed up as they were; nice to see the reconciliation. His father hasn't changed a bit since last summer. I was hoping they would have mentioned Tyler's foray in Canada. I'm not sure why, I suppose it is just a pride thing. I wonder if Ryan really relaxes when he gets home and let's his lovely wife [and former Monster Girl I'm guessing – who knew?] take over and run the show. I know, it must be exhausting to be RV2 when on the road.

Okay, there is more, but as usual, I am over the word count. See ya in TO. Travers OUT! 

3 Monster Sonni...Jackpot!!!
Congrats to Sonni and Jeremy
(or is that Mr. Renner?)



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